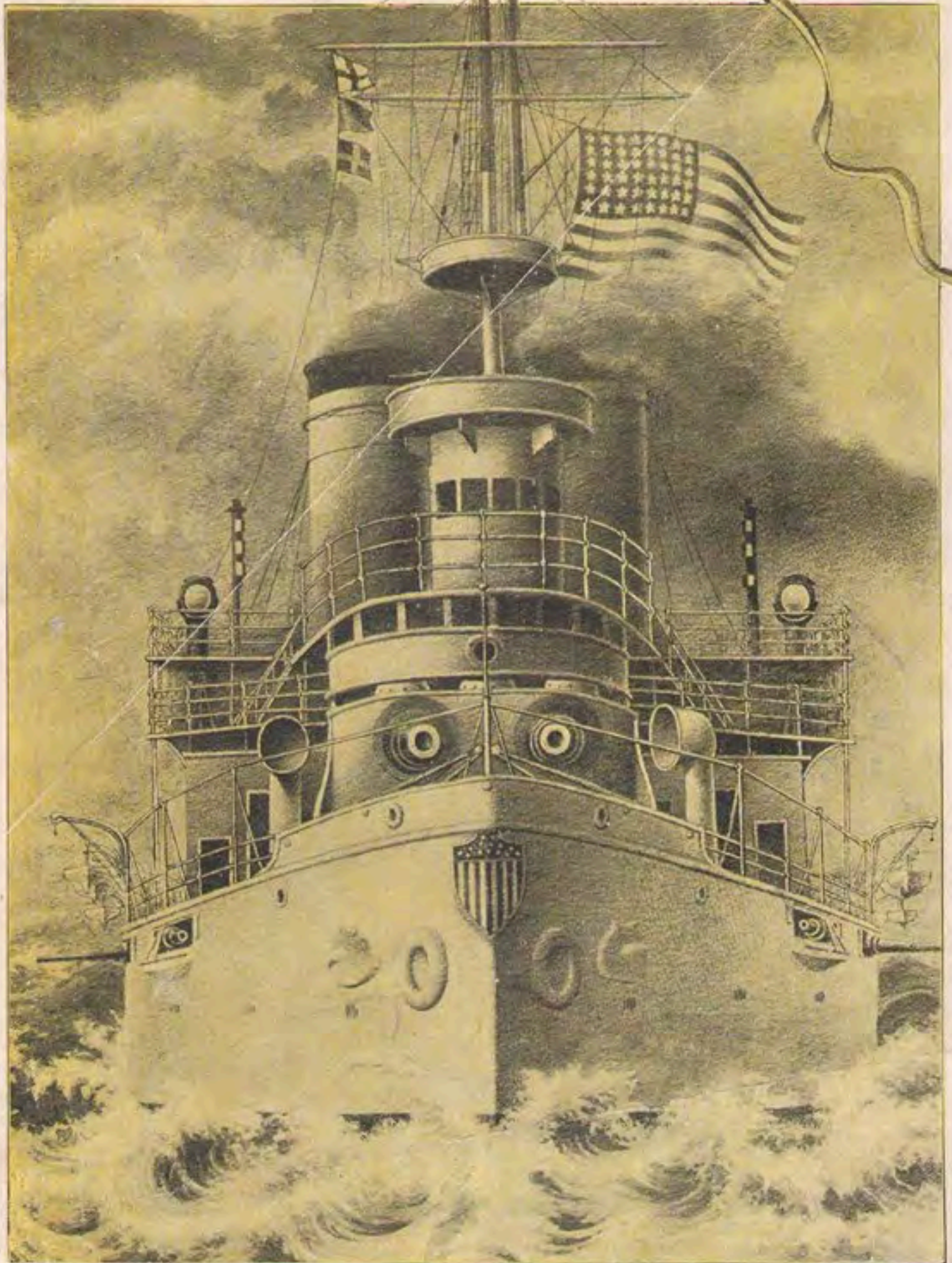


THE . . . BADGER

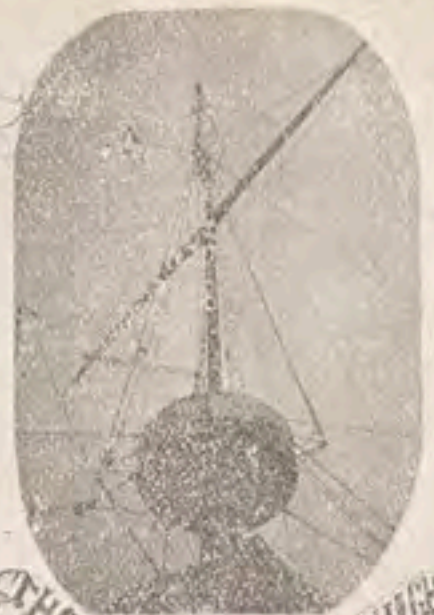
U. S. S. WISCONSIN
YOKOHAMA, JAPAN
SEPTEMBER 15, 1906.



A Few Things seen on the Cruise.



Just a look around the
misery



LIBERTY PARTY RETURNING.

RED GEORY AT SEA

THEY DON'T CLIMB MUCH HIGHER



THE CORNER GROCERY



THE VILLAGER COBBLER



OUR TONSORIAL PARLOR



HAUNT OF THE PILL ROLLERS

The Valley.
 IN A CORNER OF THE BAKESHOP.

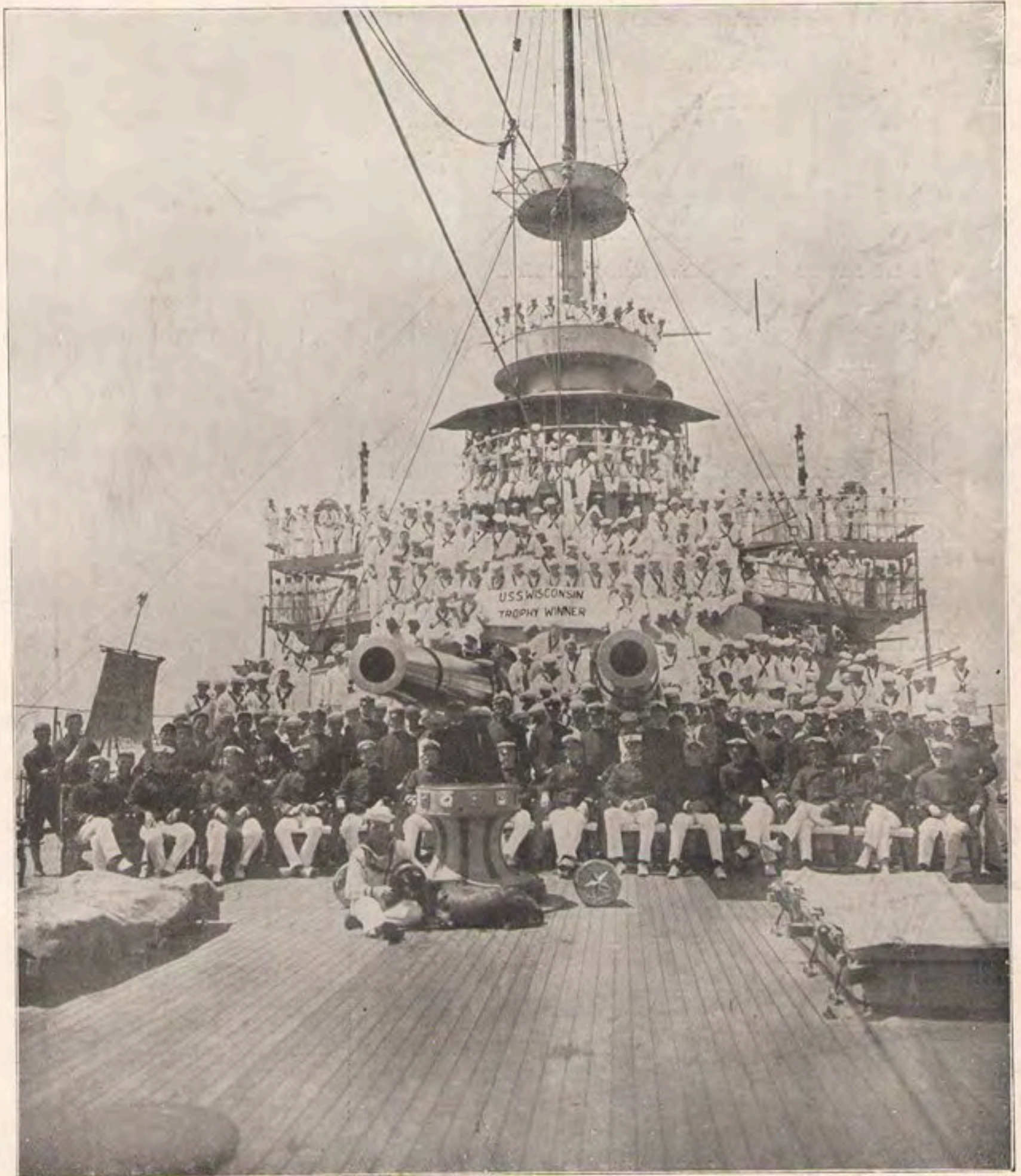
THE SHEENY BRIGADE.



THE PORT ENGINE ROOM.



THIS IS WHAT WE COALSHIP FOR



OFFICERS AND CREW OF THE U. S. BATTLESHIP WISCONSIN, WINNER OF THE GUNNERY TROPHY, 1906.

HOMEWARD BOUND.

1

MAJIC words, indeed, are they
 Which burst upon the ear
 Of him from home so far away,
 To 'rouse the hearty cheer,
 Which those at home ne'er understand.
 The joy these happy words have brought
 To all of us to-day,
 At no mean price have they been bought,
 By years of absence far away
 From loved ones, home, and native land.

2

FOND mother, soon you'll greet your son ;
 And wife, your husband meet.
 Sister, brother's yoyage is done ;
 And sweetheart, soon you'll greet
 Your lover in the hall.
 Mother, sister, sweetheart coy,
 You're waiting but for him,
 Son, brother, lover ; but his cup of joy
 So filled to overflowing brim ;
 Three-fold his joy : he greets you all.

3

WE'LL fling our pennant in the air,
 And sing a joyful song,
 No time or thought have we for care :
 The time will not be long
 Ere God's fair land looms off our lee.
 Though in foreign lands we've been ;
 Our travels far and wide,
 The fairest land that we have seen
 Waits on the other side
 To welcome you, to welcome me.

THE BADGER

HOMeward BOUND

Vol. IV



No. 2.

Yokohama, Japan September 15, 1906.

ROBERT D. JONES, Editor.

Published on board the United States Battleship
Wisconsin

Devoted to the interests of YOU, HIM and ME.

Entered at the Seattle-Butt as "Special First-Class"
mail matter.

All correspondence should be addressed to

THE BADGER,

U. S. S. WISCONSIN,

c/o Postmaster, San Francisco, Cal.

One year ago to-day we were underway in the Gulf of Pechili, enroute from Taku to Chefoo.

It was on the 11 of September, 1905, that Miss Alice Roosevelt visited the ship in Taku.

The U. S. Marine Corps relieved the Army at the American Legation, Peking, on September 8th, 1905.

Homeward Bound. How welcome do the words of this brief message fall on the ears of those, who for several long years have had the broad Pacific between them and loved ones at home. Majic? Truly, they are majic words.

Time after time have we, in the last three years, and more, watched the long pennants float by us; happy homeward-bounders have joyously replied to our cheers and messages of *bon voyage*; but we have forced ourselves to be content; we have swallowed that inevitable lump which rises in the throat; and, yes, we have dried more than a single tear, contenting ourselves with the consolation that "our time will come some day." That day is here, O! joyous day that it is. True, pleasant memories we leave behind us among the many friends we have made during our roving lot; but too absorbed are we in happy anticipation of our reunion with those we love, with those who love us, to feel much more than "just a wee bit sorry" for those we are leaving out here.

It is our turn now to be glad; it is our turn to return the hearty cheers, and to answer the wishes for a pleasant voyage.

Those at home cannot realize the joy brought by these two words "Homeward Bound." They cannot understand the healing power this majic holds for *maladie du pays*; better far than the shade of the old apple tree for *mal de mer*. Words are inadequate to fully express the happiness of a homeward-bounder; and one can never



CAPTAIN F. J. DRAKE, U. S. NAVY, COMMANDING
THE U. S. S. WISCONSIN.

LIBERTY PARTY VISITS PEKING.

Men-of-War-men see the Sights at the Capital of the Flowery Kingdom.

NOTE:—Our observation has been, that copies of *The Badger* are generally preserved by our subscribers, so in connection with this article, it may be well to read with it "Our Cruise" in *Badgers* Nos. 5 and 6 of Vol. III. The photographs appearing in this article were taken expressly for its illustration.—ED.

WE arrived at anchor off Taku soon after noon on the 1st ult. The difficulty we had encountered the year before in getting ashore proved a valuable lesson; and

immediate channel. This shallow water abounds in fish much sought by the hundreds of fishermen who live in villages about Taku. Their method of taking fish in this vicinity is odd indeed. As far as one can see, the natives may be seen wading about with frequently their heads and shoulders only above the water. They have nets stretched on Y-shaped frames which they push along in front of them. Frequently raising the nets, many fish are brought up in them.

Taku is built on the west bank of the Pichoe River, a city of low mud houses, odd and interesting. So low is the ground that at high tide, the water comes to the sides of the houses. The streets are canals; and freight and passengers are carried from place to place in sampans and junks.

With the rapidly increasing trade between this part of China and the world, facilities for

handling shipping at this port are much cramped, although rapidly conditions are being arranged to relieve the present inadequate facilities.

Although on maps and charts Taku appears as the name of this port, Tongku is the place from which shipping is handled, there being the wharves and docks, as well as the station on the Imperial Railway. Taku is simply the native city of mud houses at the immediate mouth of the river.

We arrived at Tongku at 13:40, and our train was due at 14:40. This



ARRIVAL OF THE EXPRESS TRAIN IN TIEN-TSIN.

before leaving Chefoo, a tug was engaged by telegraph to meet us at the bar.

Our anchorage was distant about 18 miles from shore. A large tug was off to the ship at 9:30 the next morning. It was too rough for the tug to come alongside, so the party was taken off in a cutter; and at 10 o'clock the tug was underway for the shore.

We were obliged to wait at the bar for about half an hour for a sufficient depth of water to cross.

For many miles from the shore the water is very shallow except in the

gave time for the proprietor of the little restaurant to provide but feebly for our hungry party. They were wise who waited for the train, where a fairly well equipped dining car provided for our wants.

The time schedules of the Imperial Railway are odd indeed. Time is recorded in hours from 1 to 24, obviating the confusion or the necessity of employing a.m., or p.m., thus, were one to say 6 o'clock, he would of course, mean morning; 6 p.m. would be designated as 18 o'clock.

Much there is of interest in this part of the country. A long chapter could be written about the salt fields, where seawater is evaporated to obtain salt. The odd methods thus employed are interesting; but space will not permit the detail, as we must reach the objective, Peking.

Owing to a heavy rain-storm the night before, the track near Shanghai-quan was inundated, delaying the train for nearly an hour. The time, however, was almost made up between Tongku and Peking.

Tientsin was the first stop. One cannot realize the babel occasioned by the arrival of an express train at a large Chinese city. The hundreds of passengers, of all classes, get out of the coaches, and rush to the baggage cars

for their baggage. There is absolutely no system for checking baggage on this railroad. At the station of his departure the passenger's trunks are simply labeled with the name of their destination. At the arrival of the train at Tientsin, for instance, all baggage for that station is thrown into a heap on the platform, from the ragbags of the coolies to the portmanteaus of princes. Then comes the wildest sort of a scramble; everybody is digging into the confused mass to locate his belongings. Frequently someone may see your bag or box first; take a fancy to it and, you, well, you are simply out of luck; and that's all there is to it.

Other than for its memorable besiegement by the Boxers in 1900, Tientsin Settlement does not claim the interest accorded other places in China visited by tourists. It is however, a pretty, occidental oasis in the great desert of orientalism.

True it is in China, as well as in any other part of the world, that with the advent of a railroad, comes the progress of the country through which it passes.

Impressions gained of China from visits to sea port towns, and especially those in South China, must be changed when one visits the interior of North



GORDON HALL, TIENSIN, WHERE THE WOMEN WERE QUARTERED DURING THE BOXER SIEGE IN 1900.



MARBLE ARCH ERECTED BY THE CHINESE GOVERNMENT IN MEMORY OF BARON VON KETTLER, GERMAN MINISTER TO CHINA, KILLED BY BOXERS IN 1900.

China, particularly the country in the vicinity of Peking, and the city itself.

The history of Peking would occupy a large and interesting volume, which, of course, our space will not permit. We must, however, not pass the subject of Peking's past without a

word; so in justice to our readers we quote from Dr. Denny the following brief historical sketch:—"The city formerly existing on the site of the southern portion of Peking was the capital of the Kingdom of *Fan*. About 222 *B.C.*, this Kingdom was overthrown by the *Chin* dynasty; and the seat of government was removed elsewhere. Taken from the *Chins* by the

Khaitans about 936 *A.D.*, it was some two years afterwards made the southern capital of that people. The *Kindynasty* subduing the *Khaitans*, in their turn took possession of the capital, calling it the 'Western Residence.' About 1151 *A.D.*, the fourth sovereign of the *Kins* transferred the court thither, and made it the 'Central Residence.' In 1215,

it was captured by *Genghis Khan*. In 1264 *Kublai Khan* fixed his residence there, giving it the title of *Chung-tu* or 'Central Residence,' the people at large generally calling it *Shun-tien-fu*. In 1267 *A.D.*, the city was transferred 3 *li* (one mile) to the



CORNER OF WALL AROUND THE "FORBIDDEN CITY," PEKING; LOTUS BLOSSOMS ON THE MOAT.

north of its then site; and it was then called *Pa-tu-* 'The Great Residence.' The old portion became what is now known as the 'Chinese City, and the terms Northern and Southern City or *nei cheng* (within the wall) and *wai-cheng* (without the wall), came into use. The native Emperors who succeeded the Mongol Dynasty did not, however, continue to make Peking the seat of government. The court was shortly afterwards moved to Nanking, which was considered the chief city of the Empire, until, in 1421, *Yung Lo*, the third emperor of the Ming Dynasty, again held his court in Peking, since which date it has remained the Capital of China."



THE NORTH WALL OF PEKING, LOOKING TOWARD THE EAST.

Peking is making most rapid advancement in every way, particularly so in the last year. The remarkable contrast the city presents to-day, against what it was but a year ago, is most noticeable.

Narrow crooked streets are surrendering themselves to long straight and broad avenues, well paved and drained; while willow trees are planted at intervals of twenty feet, which, in a few years, will serve to shade the avenues, as well as to prevent the flying of dust which comes with the wind storms every fall. The streets are well kept; and the police and health authorities are working to the



COUNTRYMEN COMING TO PEKING FROM THE RURAL DISTRICTS.

end of perfecting a state of cleanliness before unheard of in a Chinese City. The above may sound a bit superlative; but the condition of Peking, in comparison with any other Chinese City, is superlative indeed.

Upon the sights within the Peking wall we dwelt at length in the article referred to at the beginning of this; so we will pass over the temples, altars, pagodas, towers, walls, drums, bells and the hundreds of other things in the city to which are generally limited the tourists' desire of visiting. These are all relics of ages gone; they can be read about in books printed when our fathers were children.

We will leave the confines of the capital wall; go out into the country, and see what it is like now, at this period of the great awakening; and imagine the possibilities of which the beautiful country is capable. It will not be a difficult matter to see that, though slowly, very slowly, the change is being wrought which will inevitably give China not an unenviable position among the Powers of the world, when the rising generations of those who will be in power, surmount the ancient superstitions and traditions with ways of modern civilization.

Conditions of degradation, poverty

and filth are kept from the observation of the Imperial Family. This is most clearly obvious by the rigidity with which unsightly things are kept from the ways of the Emperor and Empress in their limited travels,—for instance, from the Palace in Peking to the Summer Palace, eleven miles from the west gate; and over the roads to the Temple of Agriculture where their Majesties worship three times a year.

Although it is four miles from the gate of the Forbidden City, to the west gate, the Imperial Highway to the Summer Palace begins there. Shops along the way are particularly clean and neat; and the streets are exceptionally well kept.

From the west gate to the Summer Palace there is a road which could not be surpassed in any part of the world. It is about fifty feet wide, macadamized in the center and paved on either side with huge granite

blocks, set as smooth as a floor. The character of this highway may be seen in the accompanying photograph, which gives a better description than it is possible to write.

Over this road passes the travel of all sorts and conditions. A peasant or a coolie may be seen laboring under the burden of a wheelbarrow loaded



THE IMPERIAL HIGHWAY, LEADING FROM WEST GATE TO THE SUMMER PALACE.

with watermelons, followed by the farmer bring his produce to market—a cage of ducks on one end of the pole balanced by a basket of vegetables or melons on the other. Then comes a farmer, and probably his sons, leading several heavily-laden donkeys; long trains of donkeys loaded with lime from the Western Hills; and, too, trains of camels returning from the long trip across the Kinghan Mountains and the Gobi Desert, from Mongolia. Between these, may be seen the “high class” Mandarins and princes, attended by retinues of liveried servants. The ancient and the modern are here frequently brought together in contrast. A mandarin may be passing along, whose ideas of the “blue laws” of ancestral tradition forbid his riding in anything other than the lumbering “Peking Cart”; while behind him may come the wealthy merchant comfortably seated in a rubber-tired victoria behind a team of fast horses. The primitive, in their way, the people here are noticeably energetic, contrasted indeed with the people in any other city than Peking. A most forcible comparison I can cite by way of illustration. For instance, I will compare this scene with a highway leading to the city of Nanking. Here an idle man cannot be seen; at Nanking, the road is lined with loafers and beggars. At any of the Nanking gates at any time may be seen scores of thin hungry looking donkeys, tied in various places with heavy loads on their backs, while their lazy drivers squat about smoking two or three *cash* worth of tobacco in “water pipes” provided by the venders of the tobacco at the gates. Different is the scene at the Peking gates; the peasants and coolies carry their tobacco and pipes with them; at the gates they may stop

to buy food at the several eating places; but their animals are there fed too; and instead of seeing the donkeys with their noses tied close to the wall; they will be seen with their bridles off, eating some good food prepared from chopped grass and ground corn. Where a youngster, almost anywhere else in China, will distort his face, rub his belly, and whine “*Chow-Chow*”; the youngster here will run a mile behind you for an opportunity to tend your horse, while you are visiting some temple or garden, for a few cents. I left my horse in charge of a youngster while climbing a hill to a pagoda; and when I returned, I found that the boy had removed the horse’s bridle, and was allowing him to graze by the roadside. Such is a little incident; but it would never have occurred in any other part of the country; and naturally it was impressed upon me.

The Summer Palace is enclosed by a low wall about four miles in circuit. At the north of the enclosure is a wooded hill, upon which are built the magnificent palaces, the yellow tiles of which glisten as the sun reflects from them. The hill makes a gorgeous picture, as the oriental architecture, the gay colours of the buildings, the foliage of the trees and the flowers blend harmoniously. In front of the palace the greater part of the enclosure is occupied by a beautiful lake upon which float the Imperial barges. On the banks of the lake are gardens and walks beneath the shade of tall pines. The river which has been diverted to supply the lake with water, enters it through many channels, over which unique bridges have been built. Favored, generally, by cool breezes from the north, it is here that the Imperial Family resides during the hot

summer months.

Beyond the Summer Palace, and winding over the Western Hills, lies the stone-paved road over which the caravans pass on their way to and from Mongolia.

A high hill there is about two miles to the west of the Summer Palace; from which a beautiful view may be had toward the north, east, west and south. Vast though the scope of vision is, fancy what a small portion of this great fertile valley one can see at a time. All is under perfect cultivation, though primitive methods

may be employed. Here is but a section of "The Great Plains of China" extending from the border of Siberia to Indo China, and from the Khingan Mountains to the sea.

This is a vein in which writers on "China" have not touched. I regret that space has compelled me to condense this little article; but vaguely I have tried to say that there are other things in China to see and to write about beside filth and pagodas; leprosy and old temples; corruption, poverty and stone walls.



OVERLOOKING THE IMPERIAL SUMMER PALACE, TOWARD THE EAST
The Imperial Barges may be seen on the Artificial Lake which occupies the greater part of the Palace Grounds.

Why should one wonder why the Chinese build Pagodas any more than he should wonder why other people build steeples on Churches?

Captain Bootes says that it was considerate of the Austrian Emperor to have his birthday on his wedding day.

UP-ANCHOR FOR HOME.

BY A.B. COOPER, OILER,

U.S.S. Wisconsin.

You may talk of your *primadonnas*,
 Who move vast crowds to tears;
 You may talk of the songs of woodland birds,
 And the music of the Spheres.

But I've listened to sweeter music
 Than ever you have heard
 From throat of man or woman,
 From angel, or from bird.

Yet the Singer was "Nosey" the bo's'n;
 And it never before was known,
 Though he hummed a sea-song now and then,
 That his voice had a musical tone.

We'd been cruising around old China
 For many a weary day,
 With nothing to do but think of home
 And loved ones far away.

We've thought of mother, sweetheart, wife
 Whom we might ne'er see more,
 For hurricanes were rife at sea,
 And pestilence on shore.

We had anchored in Chefoo harbor;
 And were quietly waiting there
 For orders from the Admiral
 To go most anywhere.

Little you know, you landsmen,
 Who've ne'er been called to roam,
 How sweet is the song when the bo's'n sings;
 "All hands Up-anchor for Home!"

We laid some time at anchor
 Under a broiling sun,
 Listlessly thinking that any change
 Must needs be a better one.

We finally sighted the Flagship;
 Spelled her signals word by word;
 But they only read what we knew before;
 "We've orders for you on board."

The orders came; and the captain
 Glanced at them a while;
 And then his weather-beaten face
 Grew bright with a happy smile.

He called the first-lieutenant,
 And whispered in his ear;
 And then we saw the same glad smile
 On the first-lut's face appear.

He told the bo's'n to man the bars,
 And station his minions three;
 But he whispered more to "Mosey"
 That made him grin with glee.

At length the mates were stationed:
 The call rang loud and clear;
 And fore and aft the bo's'n's song
 Was echoed with a cheer.

CAPTAIN BOOTES WEDS MISS BUCK.

Beautiful Ceremony Performed Aboard Ship, making One of Two Happy Hearts.

Hymen and Neptune joined forces on Saturday, the 18 ult., to enact the happy conclusion of Cupid's labors, when at high noon Captain J. T. Bootes, U. S. M. C., and Anna Katherine Buck were united in marriage on the quarterdeck of this ship, in the harbor of Chefoo, China.

The day was ideal; and the bay beautifully calm which made it a most

pleasant trip for the guests from shore to the ship.

In honor of the Emperor of Austria, whose birthday it was, the ships in the harbor were in full dress. This incident added, too, to make the wedding day a bright one.

The quarterdeck was housed in flags; and beneath the awning, the martial air surrounding the scene was

intensified by the drapery of national ensigns.

Shortly before noon the guests began to arrive, as the fleet was firing a national salute in honor of the Austrian Emperor.

Exactly at eight strokes of the ship's bell, the orchestra, stationed on the turret, began the strains of the Lohengrin Wedding March.

The bridal procession had formed in the torpedo room. In column of twos, the officers marched aft on the starboard side of the quarter-deck. Opening ranks, they faced each other; drew their swords, engaging each other's opposite, forming an arch of swords, beneath which Captain Drake led the fair bride to the altar, followed by Mrs. Drake in the capacity of matron of honor.

A beautiful altar had been built of evergreens and flowers. Beneath the pretty marriage bell suspended before it, the groom, in full dress uniform, awaited his bride.

Lieutenant-Commander G. R. Evans, N. S. Navy, a classmate of the groom, acted as best man.

The bride wore an exquisitely plain white gown and train, and a handsome veil of old lace. She carried a bouquet of white St John's lilies. Beautiful, indeed, was her costume yet the

crowning feature of the fair bride was her pleasant pretty smile. Not the least fatigued did she appear to be, though her long tiresome voyage across the Pacific had just ended.

Immediately in front of the frowning muzzles of the thirteen-inch guns, the pretty ceremony was performed, the Rev. J. D. Burne officiating.

Quite a contrast was presented by the bridal altar and the grim, black "gods of war"; yet they seemed to say "our mission is one of peace."

An invitation had been extended to the ship's company; and as many as could get on the quarter-deck attended the ceremony in white dress uniform.

After the ceremony, Captain and Mrs. Bootes received the congratulations of their friends, when luncheon was served in the ward room.

After luncheon, a pleasant two hours was passed in dancing on

the quarterdeck, when the guests departed in the waiting launches.

Captain Bootes and his bride left the ship, the guests of Captain and Mrs. Drake. As the steamer shoved off, the party was showered with rice; and shoes enough were aimed at the happy couple to stock a shoe store. If every kernel of rice meant a happy hour for them both, they will live



THE BRIDAL PARTY AT THE ALTAR.

three long lives of happiness.

Among the many gifts showered upon the bride and groom was a handsome silver dinner service presented by the wardroom officers of the ship; two rare and beautiful pieces of old Chinese damascene, the gift of the junior officers; and a most exquisite embroidered table center and doilies from the warrant officers.

Summary of the Dewey's Cruise.

To those who watched the progress of the greatest piece of naval engineering on record, the following summary of the cruise of the drydock Dewey which arrived in Olongapo, on July 10th, will be interesting.

The Dewey and the fleet towing her left Solomon's Island on December 28, and was 194 days going the 12,000 miles to the Philippines. While the great dock had several minor accidents, such as breaking the tow and drifting out of her course, there was no serious accident or damage to the dock or the other vessels. Trials the towing ships and drydock had in plenty; stormy days, with gales and heavy rains and rough seas; nights when tows parted or had to be let go and hauled in, while the rain and wind and darkness made the task of handling the large and unwieldy hawsers arduous. The night of January 24 was the worst of the trip. Then the weather became bad, blowing up a strong gale from the southeast, with heavy rain squalls, and soon raising a heavy sea. By daylight it was found necessary to cast off the Glacier's towline, as she steered very badly at slow speed against the heavy seas and wind. All ships and the dock were then kept head to wind and sea until 6 o'clock in the evening, when the drydock signaled: "Hawser carried

away." A few moments later the Brutus signaled: "Towing machine total wreck. Wire hawser went by the board and carried away, leaving about 40 feet on drum of towing machine."

For three days the dock drifted with the wind 108 miles to the northwest, the weather prohibiting any attempt to get a towline to her. The gale continued from the southeast, and during the forenoon of January 26 a revolving storm was observed, the center of which, or vortex, passed within five miles of the flotilla, the wind increasing for a short while to hurricane force. On the morning of January 27 the wind veered to southwest and moderated. A towline was once more sent to the dock from the Brutus, with the aid of the Potomac, and a lifeboat from the Glacier.

Again the flotilla started eastward, the weather continuing to moderate, and all went well until midnight of January 28, when the towline again parted between the Brutus and the dock. Then began another drift to the southwest for two days, and when at last, on January 30, at 10 o'clock in the morning, the weather permitted the sending of another towline, the dock had drifted 82 miles to within 30 miles of the position at which she had started on her first helpless drift.

Once more a start was made, but adverse winds, heavy, retarding seas and continuous rain squalls all conduced to make any marked advance a difficult problem. For 17 days the wind and seas held the flotilla down to a knot an hour, but on February 11 the wind, though still from the same direction, northeast or southeast, moderated considerably and the flotilla began picking up in speed again.

After Las Palmas the only break of

the towline was in the Mediterranean.

The drydock withstood the severe weather conditions admirably, except for a slight loosening of the connections of the end pontoons and side walls, which were remedied at Las Palmas. The towing ships also stood the strain equally well. The handling of the *Caesar* and *Brutus* by Captains Hutchinson and Hendricks under trying circumstances often elicited the commendation of Commander Hosley.

One of the interesting features of the expedition was the successful use of wireless telegraphy. Communication by this method was sustained with the United States for a distance of more than 1,400 miles, a distance seldom, if ever, equaled where no extra instalment was made for a special trial.

The last messages received on board the *Glacier* direct from the United States came from the station at Cape Hatteras on January 15, when the *Glacier* was over 1,400 miles distant. The message came clear and distinct to the operator, and was as follows: "You came in very loud tonight. Has been cold, with alternate rain and snow all day. New York is cold and clear to-day. How long are we going to keep you? Good night—Hatteras."

Considering the vast amounts of money expended by the department in the docking of ships on this station, it requires no argument to demonstrate the good accomplished when the *Dewey* arrived at Olongapo.

The late Commander-in-chief, Rear Admiral Train, on the Flagship *Ohio*, met the *Dewey* off the Coast of Luzon and accompanied her to Olongapo. It was on this trip to the Philippines that the Admiral contracted the illness which resulted in his death.

About our Cover Design.

That the production on the front page of this issue of *The Badger* shows the work of an artist stands for itself an undisputed fact. To our friends at home, who are unfamiliar with things naval, it is all right; in fact, as a picture, it *is* all right—but.

It is for the purpose of saving our contemporaries the trouble or the necessity of showering upon us the criticism we might justly deserve, that we respectfully reserve that "scoop" for ourselves.

The picture was painted and engraved by a Japanese artist in Tokyo, in accordance with brief instructions by cable from Chefoo, China. His idea of a battleship seems good; but his conception of the *Wisconsin's* characteristic detail is a bit lacking. This artist, when he drew the picture, was aware of two absorbing facts; first that the ship was homeward bound, and for that reason he has left her anchors off entirely for fear that they may, perchance, be employed in holding her back; and secondly: he must have been aware of the fact that there are a great many men aboard who will be "paid off" immediately upon the arrival of the ship in San Francisco, and for the purpose of avoiding delay in getting them ashore, he has left the cutters conveniently swinging in the davits. He has left the gun-ports open because he knows that the weather on the voyage will be fine, making it unnecessary to close them.

Had the opportunity or the time have been ours, we would have had the picture altered a bit to preclude the necessity of a sea-going criticism; but time was limited, and under the circumstances we consider that our idea has been admirably portrayed.

realize it until he, himself, with an ocean in front of him, is "Homeward Bound."

During our absence of forty months from home, we have seen the following homeward-bounders: Yorktown, Don Juan de Austria, Isle de Cuba, Isle de Luzon, Annapolis, Vicksburg, Kentucky, New Orleans, Albany, San Francisco, and the Oregon. This is not counting the several sailings of transports and auxiliaries.

To all who wish us a pleasant voyage we reply, as the cover of this magazine shows "XOR."

About *The Badger* is the **Ourselfs.** poineer paper of the Asiatic Station. For three years we have appeared regularly semi-monthly, on the second and fourth Wednesdays of each month, disregarding the fact that frequently our date of issue has found us at sea. Our object has been to provide our subscribers with literature (if it can be called that) of a nature intended to interest our friends at home; to provide against the general shortcoming among us in letter writing. We have endeavored to make each issue of *The Badger* much as though it were a letter, with the view of it being received as such by those to whom it may have been sent. Often has it been that a boy may have been too busy, too tired or, yes, too lazy to write to his mother or sister, when he would get a *Badger* write on the margin

"I am well," or something similar, and sent it off regularly; thus would much anxiety be removed from the mind of mother or sister, who might otherwise not have heard from her son or brother so far away.

We flatter ourselves in the belief that, in this, the mission of *The Badger* has been well performed.

Knowing that our time on this station was limited; and that at home, the necessity of letter writing would be much relieved, we began volume, IV, by making *The Badger* a monthly publication instead of a semi-monthly one. *The Badger* has never seen the necessity of calling upon the "Liquor Trust" for support: money from this source, and other advertising, has graciously been declined; its subscribers have supported it; and for this reason, too, we believe that we have their appreciation. Bound volumes of *The Badger*, we know, will ever be held by those who possess them, with an almost fond regard, perpetuating our work on the Asiatic Station.

Several publications from different ships have honored the station; but with the recent "breaking up" it looks much as though the field would fall into entirely new hands. The field is here; and we wish the new ones all prosperity the cause deserves.

When *The Badger* was launched, the publications in the navy were few; but now it is difficult to count them all. The field is large, and the work they are doing is a good work. May they all live long and prosperous lives.



THE DREAM AND THE REALITY.

* NAVY DEPARTMENT, WASHINGTON, D. C., JULY 10, 1906 *

Sir:—

The Department takes pleasure in informing you that at the annual record target practice of 1906 the U. S. S. *Wisconsin* attained the greatest final merit of any vessel of her class, and that her name will, accordingly be inscribed upon the Trophy for excellence in Naval Gunnery which, by direction of the President, is hereby awarded her. The trophy will be received on board ship with appropriate ceremonies, as indicated in the instructions relating thereto, will be mounted in such position as to be accessible to the members of the crew, at least while the vessel is in port, and will remain in her possession until the first subsequent annual record target practice at which her final merit is exceeded by one or more of the vessels of her class, when upon receipt of instructions from the Department, the trophy will be transferred to the vessel having the highest final merit of her class at that practice. In transmitting this trophy the Department extends its congratulations to you and the personnel under your command, and commends the intelligent and zealous training which has produced the gratifying efficiency of the division officers and their gun-pointers and gun-crews that is indicated by the scores made.

Very respectfully,

Charles J. Bonaparte, secretary. The
 Commanding
 Officer U. S.
 S. *Wisconsin*.

FAREWELL RECEPTION.

Badger Minstrels Acquit Themselves in
Last Appearance on This Side
of the World.

The *Wisconsin* gave a farewell minstrel performance and reception to the fleet on the evening of the 4th ult. Before the footlights of the Fore-castle Theatre the Minstrel Troupe did justice to themselves; and received the approbation and applause of an audience numbering fifteen hundred.

The guests began to arrive at 8 o'clock; and at 8:30 all were on board.

The curtain rose at 8:45, when the following program was rendered:

PART ONE.

OVERTURE..... ORCHESTRA

OPENING MARCH CHORUS

Hended by the Kings of Jokers

J. H. MEEGHAN, Tambo: Bones V. G. FOREE

C. ROGINSON, Rastus: Rufus, W. FLETCHER

J. LORENCY, Sunshine: Snowball, J. N. NEWMAN

ENSIGN P. P. BASSETT.—Interlocutor.

SONGS.

"Rag Bag Man,".....W. Fletcher

"I Love You all the Time,"H. Gibason

"Ise Got Sufilin On My Mind,".....C. Roginson

"Wait till the Sun Shines Nellie,".....A. T. Martin

"Kisses,".....E. Moseley

"Gimme de Leavin's,".....J. H. Meeghan

"My Irish Rose,"J. Hermes

"My Lovin' Henry,"V. G. Foree

LAWTON ARRIVES.

PART TWO.

FLETCHER and ROGINSON

"They must be phoney"

FRITZ and MEYER

Glospie and Jorgensen

BADGER QUARTETTE.

NEWMAN—MARTIN—GIBASON—KRAFT

BY REQUEST.

THOMAS BRODERICK—BALLAD

The Keeley Cure,

NEWMAN

Closing with the Roaring Farce

"DOCTOR CHEEK'S BUSY DAY."

CAST OF CHARACTERS.

Doctor Cheek	C. A. Davidson.
Doctor Guess-at-it	J. L. May.
Ebenezer—White	J. H. Meeghan
Willie Jennings Bryan	J. F. Rhodes
Bill-the-Auto case	C. A. Davidson
Mrs. Bryan	L. H. Chapin

"HOME, SWEET HOME."

The stage was well rigged; and the effect of the draperies was excellent, harmoniously blending with the gay costumes worn by the circle.

To mention in detail the work of each member of the troupe would only mean to exhaust our vocabulary of superlatives. Suffice it to say that each song was greeted with repeated encores which spoke loudly of the singers' merits.

At the conclusion of the first half "The *Lawton*" steamed across the stage.

An interval of half an hour then followed, when the main deck claimed the attention of all. There the tables were spread fore-and-aft on both sides, the length of the ship, loaded with everything good that the market could provide.

The curtain rose on the second part of the performance with a change of scene and the continuation of the program kept the audience entertained and amused until nearly 12 o'clock.

Admiral Dayton, who was present, has been remembered by the enlisted men of the Navy as always having taken the keenest personal interest in all of their affairs; and as the last note of "Home, Sweet Home" died away, three rousing cheers were given for Admiral Dayton, followed by three cheers for Captain Drake, and three more for Mr. Welles, our executive

officer; and then three cheers were given for Mrs. Drake, who has always made the crew of the *Wisconsin* an object of her interest and attention. Mrs. Drake has ever expressed a pride in the crew of this ship, an honor which it has been the aim of every man to sustain, and one, too, which is keenly felt and appreciated.

During the last half of the program, busy hands were clearing and re-setting the tables on the main deck to again receive our guests at the conclusion of the performance.

It was a hearty gathering of whole-souled men and boys, "members" of

the Navy, the greatest and strongest fraternity in the world.

Best wishes for a pleasant voyage were extended to the homeward-bounders; while, jokingly, sympathy was accorded those being left behind.

The evening passed pleasantly for all-hands; and, as the boats shoved off with the visiting parties, the silence of the night was broken by hearty cheers and their return.

Too much cannot be said or done to promote such gatherings aboard our ships; and it requires no argument to confirm their excellent effect.



THE AFTER BRIDGE CONVERTED INTO A CONFECTIONER'S SHOP:
FROSTING CAKES FOR THE "BLOWOUT"

Captain Drake Presents Ship with Tablet.

Captain Drake has presented the ship with a handsome silver tablet upon which is engraved the names of gun-pointers and crews of the guns having made the highest score in their respective calibres at last target practice.

The tablet is mounted on a carved ebony plaque; and it will be placed in

a cabinet on the main deck forward, together with the silver cups won by the ship's company in various athletic contests.

Carpenter Lake has been directed to make the cabinet; and it will be finished in a few days, when the cups will be removed from their present station in the ward room.



CAPTAIN URIEL SEBREE, U. S. NAVY, WHO BROUGHT THE *Wisconsin* TO THE ASIATIC STATION.



CAPTAIN RICHARDSON CLOVER, U. S. NAVY, COMMANDING THE *Wisconsin* FROM JAN. 19th, 1904 TO DEC. 14, 1905.



LIEUTENANT-COMMANDER ROGER WELLES, U. S. NAVY, OUR PRESENT EXECUTIVE OFFICER.

Brief Record of Our Cruise on The Asiatic Station.

WITH the U. S. S. *Wisconsin* we sailed from Bremerton, Wash.; on the morning of May 14, 1903. We were not permitted the pleasure of watching the homeland gradually disappear on the horizon; as we steamed into the teeth of a storm off Flattery. Blinding rain quickly drew its obscuring curtain between us and the land we loved. For three days the storm continued; and the rest of the voyage to Honolulu was a pleasant one.



Five days we remained at Honolulu, when began the larger relay of our voyage to the Orient. Pleasant weather was encountered during the voyage until within two days of Yokohama, when a gale broke upon us; and, as our voyage started in a storm, so it ended.

Admiral R. D. Evans was then Commander-in-chief of the U. S. Asiatic Fleet, Admiral P. H. Cooper was in command of the Philippine Squadron, and, with his Flagship the *Rainbow*, was in Yokohama upon our arrival. Admiral Yates Stirling came to the Station with us; and upon our arrival in Yokohama, he removed his flag to the *Rainbow*, taking command of the Philippine Squadron, Admiral

Cooper coming to the *Wisconsin* in command of the Southern Squadron.



As soon as this transfer was made, the *Rainbow* returned to her period of cruising around the buoy, far off in the Philippine Islands.

We did not remain long in Yokohama, as it was the desire of Admiral Evans to assemble the fleet in Chefoo for summer maneuvers; so thence we sailed via Kobe. The Imperial Japanese Industrial Exposition was then in session at Osaka, and it became the objective of liberty parties during our stay of four days.

We arrived at the "Summer Drill Ground," Chefoo, on July 5th.

During that summer of 1903 there were assembled at Chefoo more vessels of the U. S. Navy than ever before were seen on a foreign station. The summer was a memorable one too. Much was accomplished. Duty and drill was arduous, to be sure; target practice both with great guns and small occupied our rigid attention; yet, the sports during that summer will never be forgotten. Upon the particular conditions conducive to sports that season we will not speculate; but, according to navy vernacular "there was always something doing"; baseball, football, boat races and regattas. It is always the pleasant features of a season that remain vivid in one's memory long after the unpleasanties have been buried in the forgotten past.

A reorganization of the fleet was then in order; and instead of the Northern, Southern and Philippine Squadrons, the fleet was segregated

into the Battleship, Cruiser and Philippine Squadrons. The *Wisconsin* was assigned to the Battleship Squadron; and, as commander of the Cruiser Squadron, Admiral Cooper transferred his flag to the New Orleans in Yokohama on November 13, 1903.

The *Kentucky*, Flagship of the Commander-in-Chief, and the *Wisconsin* were in Kobe, November 20th, when the unexpected orders came from the Department for the fleet to sail immediately for Honolulu. The order was received with much surprise,

Believing that orders from the Department might be waiting at the cable station, Admiral Evans dispatched the cruisers via Midway; and at 10 o'clock on the morning of December 4, 1903, the New Orleans, Cincinnati, Raleigh and Albany, accompanied by the collier Pompey, put to sea; and at noon on the following day, the *Kentucky*, *Wisconsin* and *Oregon* followed.

As we sailed from the Orient, Russia and Japan stood as sword's points, and war between the two



BASEBALL PARTY GOING ASHORE IN CHEFOO.

and with much speculation regarding the motive. It was then generally the belief that Panama would be our destination, as there appeared to be a resentment among the South American Republics to the act of the United States in recognizing the state of Panama.

Our hurried preparations for that memorable voyage cannot be forgotten.

The *Kentucky* and *Wisconsin* went immediately to the drydock at Yokosuka, while the cruisers prepared hurriedly for sea at Yokohama.

nations was inevitably a question of but a short time. On the other side of the world, closer to ourselves, trouble seemed to be brewing. It was a peculiar condition under which we sailed; and much startling news we expected to receive when we arrived at Honolulu.

That the voyage of 11 days was a pleasant one is all that need be said. We overhauled the cruisers two days out from Honolulu, and together the fleet of three battleships and four cruisers sailed into Honolulu.

Anticipating our arrival, the *The Pacific Commercial Advertiser* had thoughtfully published an extra paper containing in brief the world's happenings during our voyage. These papers were literally devoured as soon as they came aboard. Relations existing between Russia and Japan were slowly but surely drifting toward hostilities; but it was learned with much joy that our fears in the direction of Panama had been pretty much found-

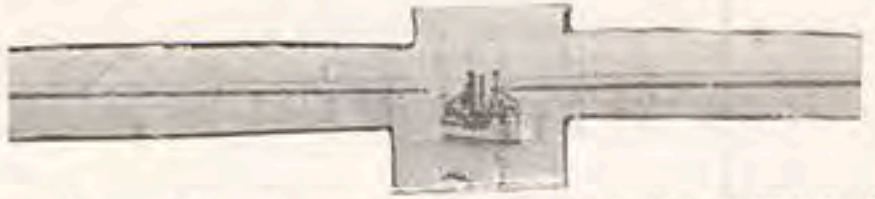


ed on myth; but our speedy voyage to Honolulu had realized fully the aim of the department to demonstrate the ability of the fleet to move, should occasion ever demand

it under a real condition of necessity.

Colloquially speaking, "our names were not dry on the books", yet it seemed hard to stop at Honolulu, when we were "so near, and yet so far" from home. Our orders were to return to Manila. It did seem a bit disappointing; yet the cordial hospitality extended by the people of Honolulu compensated in full measure for our long voyage. We were not at home, to be sure; yet during our long subsequent stay in Asiatic waters, that ever memorable Christmas—Tide of 1903 has been a pleasant recollection to us all.

On December 29, 1903, we left the "Cross-Roads of the Pacific" for the Asiatic Station. The cruisers took a route passing Midway, while the battleships sailed a southern route.



1904.
New Year's Day, 1904, was passed at sea, being ushered into existence with the time honored ceremonies which will be ever remembered by those who were aboard.

On January 6th, we sighted Wake's Island, but a speck on the great Pacific. There on the coral reef were found eleven Japanese adventurers who had been left six months before. They had been, during that time, gathering feathers from the thousands of sea birds which made their roosts on the island. Their food was almost gone; and they were suffering, though they expected the return of their ship in a few days. Stores were left for them by the Flagship; and again we proceeded, arriving at Guam where we took coal, the three battleships coaling at the same time from the three colliers which were waiting for us. The Nanshan supplied the Kentucky; the Brutus, the Wisconsin; and the Pompey coaled the Oregon.

The cruisers arrived at Guam on the morning of Jan. 12th; and on the 13th, the battleships sailed for Manila Bay where we arrived Jan. 18th.

On the following day, (we were coaling ship) Captain Uriel Sebree, who brought the Wisconsin from Bremerton, turned over the command of the ship to Captain Richardson Clover, who, as a passenger joined us in Honolulu.



Then began preparations for target

practice which resulted so satisfactorily.

The Flagship Kentucky left the station on March 21st from Hongkong, where Admiral Evans turned over the command of the fleet to Admiral Cooper, who proceeded to Cavite on the Flagship New Orleans; and there on the 23rd of the same month transferred his flag to this ship.

The Flotilla, accompanied by the Buffalo, arrived in Cavite, concluding its long voyage from the Atlantic Station on April 27, 1904.

Our first visit was paid to Hongkong in May when we went into the drydock for the second time on the station.



Soon the barnacles, which had been fostered in several parts of the Pacific, were removed; and again we were clean and ready for sea.

We returned to Cavite. (It is not necessary to give the dates of minor moves in this article as they may be referred to in the accompany itinerary.)

The inevitable had happened; hostilities had begun between Russia and Japan; the first engagement being off Chemulpo on February 9th. In this connection, the following from the log of the Vicksburg, then at Chemulpo, is interesting:

"At 1.15 a.m. Japanese torpedo boat got under way and stood towards the mouth of the river. At 6.25 a.m. the Japanese fleet got underway and stood

out towards Yo Dolimi Island. At 6.15 a.m. Japanese police came alongside and gave notification that hostilities between the "Empire of Japan and the Empire of Russia" existed. *Variag* and *Koreetz* busily engaged in clearing ship for action. Everything not needed is being thrown overboard; they had to cut down the fore top mast with an axe as the *Koreetz* got underway and stood out towards Yo Dolimi Island. The English cruiser Talbot cheered ship as the *Variag* passed. At 11.55 first gun was fired by a Japanese man-of-war; the *Koreetz* answered. General engagement now commenced. The Japanese are concentrating their fire on the *Variag*. At 12.15 p.m. the Russian ships headed to Eastward. The *Variag* was hit in the quarter with two 12-inch shells. The *Variag* is afire aft. The Russians are heading towards Chemulpo. Ceased firing at 12.40 a.m. *Variag* listed badly to port, seems that port quarter is badly damaged. Japanese fleet take their position. At 12.45 p.m. *Variag* anchored at her old berth, at 12.57 p.m. they are using their pumps on her. She is listed about 20 degrees to port. The *Koreetz* anchored at 12.20 p.m. She had a torpedo in her chute which she tried to fire but could not make any use of it as the Japanese battleship did not come much closer than four miles. The Admiral of the Japanese fleet, Admiral Uriu, showed much good judgment when he ordered the battleship to attack the Russians, as the battleship could use her large guns and keep out of the Russians range. The Russians claim that they could not get close enough for their fire to be effective. All men-of-war in the harbor sent medical assistance to the *Variag*. At 3.00 p.m. the

Variag and *Koreetz* are getting ready to abandon ship. We sent a whale-boat, sailing launch and two cutters to the *Variag* to assist in transferring crew to the French cruiser *Pascal*, Italian cruiser *Elbe*, and the English cruiser *Talbot*. The *Koreetz* was blown up with a time fuse about 3. 7 p.m. about 700 yards off the starboard beam.

The *Variag* is still afire and is listing a little more to port. Shells commence to explode in rapid succession on the *Variag*. At 4.55 p.m. two officers came on board from the *Variag* and then went to the *Elbe*. The *Variag* went down at 6.01 p.m. on her port side in ten fathoms of water. A few hours ago she was one of the finest ships afloat, now she is a battered wreck. The Russians fought nobly until in a sinking condition. The *Variag* was hit as follows: 3rd smoke-stack hit on starboard side by 12 inch shell which exploded inside of stack, filling port side full of holes and entering a boiler, put it out of commission. A large shell hit starboard bridge and entered pilot house, putting it out of commission. The executive officer was killed on the bridge, and five other officers were killed underneath the bridge. One shell hit a 12 pounder on the port side aft of the forward bridge killing the whole gun's crew, and dismounting the gun. A 12-inch shell hit the water line underneath the bridge. These hits were not more than 12 feet apart, and put the ship in a sinking condition. These shells started a fire aft so that the magazine had to be flooded. The after fighting top was hit on the port side, dismounting the gun and killing and wounding most of the men in the top. One of the gun's crew died while being lowered from the top. All boats

except the first steam launch are shot full of holes, and everything around the deck is battered. It seems as if shrapnel or common shell burst above the ship. The sides are shot away and most of the braces and lifts are shot away. About 1.55 p.m. medical assistance from this ship reached the *Variag*, and the sight that met their eyes on reaching her deck will be imprinted on their memory for many years to come. There were dismembered bodies strewn all over the decks. On the Russian side there were 6 officers and 33 men killed; 4 officers and 45 men severely injured and almost all the crew were slightly wounded. The sea valves were open as we left the ship. She is settling rapidly. The Captains of the Russian ships deserve great credit for the gallant fight they put up against such odds: 7700 tons against more than 40000 tons. A Russian steamer was abandoned at 3.40 p.m. The passengers and crew went aboard the French cruiser *Pascal*. This merchant steamer was set fire at 6.02 p.m. and stopped burning and sunk at 2.10 on the morning of the 10th. The Japanese report no loss; but I am not sure of that. One of the Russians Captain sent a message to the Russian consul, saying: (I am going out to die.) This was written while the battle was taking place. There were none of the U.S. men-of-war at the big battle of Port Arthur."

The Department had issued rigid orders that the Commander-in-chief maintain a strict neutrality in all places under his jurisdiction, and that none of the battleships or cruisers of the fleet should proceed to the proximity of the zone of hostilities. It was therefore that the summer rendezvous of the fleet in 1904 was made at Woosung instead of at Chefoo.

We arrived at Woosung in June for the summer. On July 1st, Admiral Cooper was relieved as Commander-in-chief by Admiral Stirling who retained the *Wisconsin* as his flagship. Admiral Cooper sailed on the *China* on the following day for home.

News of the hard fighting between Russia and Japan, both on land and sea, was received daily; and forcibly was such brought to our immediate notice, when at Woosung, the crippled Russian cruiser *Askold* slowly steamed up the river to anchor, a refugee in a neutral port. Battered with shot and shell, the *Askold* told plainly of the fierce battle off Port Arthur, from which she escaped but three days before.

From the middle of September until the last of the month the fleet was in Nimrod Sound, where the time was devoted to playing the "War Game." Strenuous work; but a most successful demonstration it was of the efficiency of the fleet when on either the attack or defense.



Our first cruise was made up the Yangtsi River that summer; but then only as far as Nanking, while the Commander-in-chief continued up to Hangkow on the dispatch vessel *Alava*.

It was late in October when summer maneuvers and drill concluded; and we left Woosung for Cavite via Amoy. Upon our arrival in Manila Bay, preparations began immediately for target practice; and thus engaged, the year came to a close.

1905.

The New Year dawned upon us in Manila Bay, during the interval between preliminary and record target practice.

Record target practice concluded, we steamed to that beautiful harbor of Mariveles on February 27th. What a glorious time we had! Those of us here to-day who survived the ordeal, need nothing more than a "reminder" to revive those happy days, and mephistophelian atmosphere in which we lived for a while; and those who were not there,—well, they need not know what we did do.

The 27th of March found us in the dry dock at Kowloon, this being the third time the ship had been docked since we left home.

On March 23rd we were in Hongkong, when Admiral Stirling hauled down his flag; and the *Wisconsin* surrendered the dignity of her title "Flagship."

Admiral Stirling left the Station for retirement; and Admiral Folger, then on the *Baltimore* in Cavite, became Commander-in-chief. Ill health, however, compelled the Admiral to return home; and after but eight days in command, he sailed for home, being relieved by Admiral Chas. J. Train, who kept his flag on the *Rainbow* until the arrival of the *Ohio*.

On May 7th, 1905, the *Ohio* arrived on the station at Cavite.

During the latter part of April and

the first of May, we were at Olongapo where small-arms target practice was pursued.

Since the first of the year much talk, and frequently some excitement, had been occasioned by news received regarding the Russian Baltic Fleet, enroute to the Orient.

Mysteriously reported from various places, Russian ships had been sighted, followed closely by Japanese men-of-war.

However, prepared for whatever might happen, Admiral Train kept the fleet in Manila.

Early in June the fleet steamed out of the harbor for maneuvers off the coast for a few days. A wireless message was received from the Cavite Station that three men-of-war had been sighted steaming off San Fernando, toward Manila. The message had been sent to Manila from the north of Luzon; and from Cavite, the Commander-in-chief had been notified. On the following day the fleet was steaming in column toward the north about a hundred miles from Manila, when the three men-of-war were sighted. It was soon learned that they were Russians, and then their identity was made out. They were the *Oleg*, *Arora* and *Jemlechoug*, cruisers of Admiral Enquest's Squadron of the Phantom Baltic Fleet. The story of the great naval fight in the Korean Strait is familiar to us all. The three cruisers were escaping from the scene of horror of but a few days before. Briefly, they sailed to Manila, and were there interned until the conclusion of the war. The wounded sailors were removed to the U. S. Naval Hospital at Canacao, where they were cared for until all were able to be removed by a Russian hospital ship.

The war practically ended, we sailed for Chefoo, via Woosung on July 1st.

On Sept. 10th, we arrived at Taku where we meet the *U. S. A. T. Logan*, upon which the remaining members of the Taft party had sailed from Manila, Secretary Taft having returned to the States.

Miss Roosevelt was among the passengers, and during our stay in Taku, the President's daughter honored the ship with her presence aboard.

Returning to Chefoo on September 16th, we received the pleasant news of our intended trip to Japan.

We left Chefoo on the 28th for Kobe.

Japan was celebrating the victorious conclusion of the war, and celebrating the consummation of their alliance with England.



The nation, we might figuratively say, was ablaze with bunting and flags. The country had survived a terrible strain; and heroically they covered beneath the gay cloak of celebration the real condition under which they bravely labored.

It was our fortune to be present at the greatest day for all Japan, when on Oct. 22, 1905, His Majesty, the Emperor, reviewed his victorious navy assembled in Tokyo Bay.

Our stay of a month in Japan was made pleasant indeed. Visiting Nagasaki, we sailed for Amoy on November 2nd. It was on this voyage that the *Wisconsin* passed through the most terrific storm it had ever been her misfortune to encounter. All day on the 3rd and 4th the gale continued; and the mountainous seas repeatedly broke over the superstructure, flooding

down the engine-room hatches. Two lifeboats were smashed in the davits; the after gangway was carried overboard, and the booms were torn from her side by the fury of the seas. It was a severe test of her seaworthiness; and she stood it nobly.

1906.

Preparation for Record Target Practice was in vigorous progress, when a recess was taken to receive Admiral Sir Gerald Noel, R. N., and his squadron consisting of his Flagship, *Diaden*, the *Sutlej* and *Hogue*. It was a plea-



THE GALE AND SEA OF NOVEMBER 1905.

From Amoy, we sailed to Manila, and concluded preliminary target practice when again we sailed to Hongkong, where on December 14th, Captain J. F. Drake, our present commanding officer, relieved Captain Richardson Clover.

Christmas tide was spent in Hongkong, after which we returned immediately to Cavite, arriving there when but one more day of the year remained.

sant few days for all hands in Manila during the visit of the British Squadron.

On Monday, Feb. 5th and for three days, continued the firing which won the pennant now on our fore, winning the trophy for 1906.

The latter part of February and the first of March saw us again in Hongkong where we docked at Kowloon.

We returned to Olongapo, where for two weeks we engaged in small



A "WISCONSIN" LIBERTY PARTY VISITING THE MING TOMBS, NANKING.

arms target practice. While there, our stay was made memorable by the hunting and camping parties which "took to the tall timbers" for a few days recreation.

On March 25th, we were again on our way to Japan. Stopping a few days at Woo ung, we arrived at Kobe, April 12th, and thence to Yokohama where we spent a pleasant two months.

Again was the little Empire celebrating their victories. This time it was the Army upon whom the Emperor was bestowing honor, reviewing his troops before the vast array of arms they had wrested from their foe.

We left Yokohama on the 2nd of June; and, during the entire month we were visiting new places of interest, going up the Yangtsi river as far as Kiu-kiang, affording us an excellent opportunity to see a part of China not frequent-

ly visited by tourists.

We joined the fleet at Chefoo on June 29th, and remained there preparing for target practice, when our "Homeward Bound Orders" arrived.

Our recent trip to Taku, and visit to Peking is detailed elsewhere in this issue.

The fleet was saddened by the death of Admiral Train, Commander-in-Chief, who died at Chefoo on August 4th, Admiral J. H. Dayton assuming command.

Briefly, during our forty months from home, we have visited almost every point of interest in China, Japan and the Philippines. We have enjoyed a sojourn in the Hawaiian Islands; visited Guam, seen Wake's Island, the subject of so much talk when the Pacific cable was laid. We have been in Asiatic waters at an interesting time. We have seen the beginning and the end of a great war; and we have been in the midst of events which will be read by our children and our grand children on the pages of the world's history.

The following itinerary shows the places visited by the *Wisconsin* since



the date of her commission; dates of arrival and departure, and the distance between ports. During her commission the ship has steamed a distance of nearly 75,000 miles 38,000 of which has been made since we left home for the Asiatic Station in 1903.

ITINERARY.

Arrived.	PORT.	No. Miles.	Departed.
Feb. 4, 1901	San Francisco, Cal.		Mar. 7, 1901
Mar. 7,	Red Rock, Cal.	10	8,
8,	San Francisco, Cal.	10	12,
17,	Magdalena Bay.	1050	Apr. 11,
Apr. 15,	San Francisco, Cal.	1050	May 18,
June 1,	Bremerton, Wash.	823	June 10,
12,	San Francisco, Cal.	823	26,
29,	Port Angeles, Wash.	739	July 2,
July 2,	New Whatcom, Wash.	50	5,
5,	Port Angeles, Wash.	50	23,
2,	Bremerton, Wash.	84	Oct. 14,
Oct. 23,	Honolulu, H. T.	2433	26,
Nov. 5,	Tutuilla, Samoan Is.	2290	Nov. 20,
20,	Apia, Samoan Is.	85	21,
Dec. 1,	Honolulu, H. T.	2262	Dec. 11,
25,	Acapulco, Mex.	3313	28,
Jan. 7, 1902	Callao, Peru.	2205	Jan. 14, 1902
20,	Valparaiso, Chili.	1296	Feb. 6,
Feb. 11,	Callao, Peru	1300	17,
26,	Acapulco, Mex.	2223	Mar. 1,
Mar. 5,	Pichilingue.	752	11,
12,	Magdalena Bay.	310	22,
25,	San Diego, Cal.	583	Apr. 3,
Apr. 5,	San Francisco, Cal.	467	May 24,
May 28,	Port Angeles, Wash.	739	June 4,
June 4,	Bremerton, Wash.	84	Aug. 11,
Aug. 11,	Tacoma, Wash.	39	20,
20,	Seattle, Wash.	32	29,
29,	Bremerton, Wash.	16	Sept. 12,
Sept. 15,	San Francisco, Cal.	823	17,
30,	Panama, C. A.	3277	Nov. 2,
Dec. 5,	San Francisco, Cal.	3277	Dec. 17,
20,	Bremerton, Wash.	823	Apr. 30, 1903
Apr. 30, 1903	Trial trip.)	85	May 14,
May 23,	Honolulu, H. T.	2510	28,
June 12,	Yokohama, Japan.	3500	June 27,
28,	Kobe, Japan.	346	July 1,
July 1,	Oba Hato Ura, Japan.		2,
4,	Wei-Hai-Wei, China.		5,
5,	Chefoo, China.	835	
July 16, to 20	Target practice.	360	
Aug. 24, 25	Fleet Maneuvers.	186	
Sept. 19,	Kobe, Japan.	835	Sept. 20,
21,	Yokohama, Japan.	346	Nov. 5,
Nov. 5,	Yokosuka, Japan.	20	10,
10,	Yokohama, Japan.	20	14,
15,	Kobe, Japan.	346	24,
26,	Yokohama, Japan.	346	Dec. 5,
Dec. 16,	Honolulu, H. T.	3500	29,
Jan. 6, 1904	Wake's Isle.	2008	Jan. 6, 1904
11,	Guam.	1327	13,
19,	Cavite, P. I.	1500	20,
Jan. 20, 1904	Olongapo, P. I.		63
28,	Target Range, P. I.		60
Feb. 24,	Cavite, P. I.		5
Apr. 6,	Olongapo, P. I.		63
9,	Cavite, P. I.		63
May. 9,	Target Range.		5
13,	Cavite, P. I.		5
21,	Hongkong, China.		630
June 17,	Cavite, P. I.		630
27,	Woosung, China.		1130
Sept. 13,	Steep Island, China.		90
14,	Nimrod Sound, China.		90
25,	Woosung, China.		180
Oct. 6,	Cinimu Creek, China.		168
7,	Nanking, China.		72
13,	In the Yangtsee.		240
14,	Woosung, China.		30
29,	Amoy, China.		580
Nov. 5,	Cavite, P. I.		550
10,	Target Range, P. I.		5
Dec. 2,	Manila, P. I.		15
15,	Cavite, P. I.		7
Jan. 27, 1905	Manila, P. I.		7
28,	Cavite, P. I.		7
Feb. 12,	Target Range.		5
27,	Mariveles, P. I.		19
Mar. 1,	Cavite, P. I.		24
21,	Hongkong, China.		630
April 15,	Cavite, P. I.		630
20,	Olongapo, P. I.		63
May 4,	Cavite, P. I.		63
June 3,	Fleet Maneuvers.		
4,	Cavite, P. I.		200
July 6,	Woosung, China.		1130
13,	Chefoo, China.		422
30,	Speed Trial.		210
31,	Chefoo.		
Sept. 10,	Taku, China.		190
16,	Chefoo.		190
Oct. 1,	Kobe, Japan.		835
9,	Yokohama.		346
23,	Japanese Nav'l Review.		10
25,	Yokohama.		10
29,	Nagasaki, Japan.		700
Nov. 5,	Amoy, China.		760
10,	Cavite, P. I.		550
20,	Target Range.		10
Dec. 7,	Cavite		10
11,	Hongkong.		630
30,	Cavite, P. I.		630
Jan. 10, 1906	Manila.		7
14,	Cavite.		7
29,	Target Range.		10
Feb. 9,	Cavite.		10
24,	Hongkong, via Manila.		630
Mar. 6,	Olongapo, P. I.		600
21,	Cavite.		63
29,	Woosung, China.		1330
April 12,	Kobe, Japan.		761
17,	Yokohama.		346
June 7,	Woosung, China.		1500
12,	Nanking.		212
16,	Kiukiang.		246
19,	Wuhu.		194
20,	Nanking.		52
22,	Chinking.		47
22,	Woosung.		165
29,	Chefoo.		422
July 31,	Taku.		190
Aug. 6,	Chefoo.		190
Sept. 6,	Kobe, Japan.		835
12,	Yokohama.		346
63	Jan. 28, 1904		
60	Feb. 24,		
5	Apr. 6,		
63	9,		
63	May 9,		
5	13,		
5	19,		
630	June 15,		
630	22,		
1130	Sept. 12,		
90	14,		
90	24,		
180	Oct. 6,		
168	7,		
72	13,		
240	14,		
30	27,		
580	Nov. 2,		
550	10,		
5	Dec 2,		
15	15,		
7	Jan. 27, 1905		
7	28,		
7	Feb. 12,		
5	27,		
19	Mar. 1,		
24	18,		
630	Apr. 13,		
630	20,		
63	May 4,		
63	June 3,		
	4,		
200	July 1,		
1130	10,		
422	30,		
210	Sept. 9,		
190	15,		
190	28,		
835	Oct. 8,		
346	23,		
10	25,		
10	26,		
700	Nov. 2,		
760	7,		
550	20,		
10	Dec. 7,		
10	8,		
630	28,		
630	Jan. 10, 1906		
7	14,		
7	29,		
10	Feb. 9,		
10	19,		
630	Mar. 4,		
600	21,		
63	25,		
1330	Apr. 9,		
761	16,		
346	June 2,		
1500	10,		
212	15,		
246	19,		
194	20,		
52	22,		
47	22,		
165	27,		
422	July 30,		
190	Aug. 5,		
190	Sept. 2,		
835	10,		
346			

The Duties of a Mail Orderly

. . . BY . . .

ROBT. L. LORENTZ, U. S. M. C.

R. L. LORENTZ,
our Mail Orderly.

Say, ship-mates, if any of you had the opportunity of having your photograph published in such a splendid, well known, and up-to-date periodical as "*The Badger*," simply for writing a bit of an article, do you suppose you would throw it over your shoulder? Well, no, fellows, I "*Kinder reckun*" you'd take off your jumpers, and pitch right into it just as yours truly is going to do, and if Bob

Jones, does not pan out as good as his word, I'm going to tell you on the quiet that there will be a genuine rough house down in his cozy ten by ten printing quarters. Writing for a paper is not as easy as rolling off a calking mat, especially when you are given a really difficult subject to handle as, "The duties of a Mail Orderly, on the Asiatic Station." Such has been assigned me by Editor Jones. Right off the reel, I may say that in order to become a successful Mail Orderly for one of Uncle Sam's magnificent floating fortresses, one must be perfectly familiar with the ways of the World, thoroughly acquainted with the

customs of all nationalities and classes of people, accommodating, a hustler, and above all things honest, truthful, and punctual. One must also be gentlemanly in manner, and deportment, and be fully equal to dispense a volcanic eruption of hot air when the occasion demands it.

The duties of a Mail Orderly when aboard ship, are to a really great extent quite important, more so perhaps than is imagined by many members of the ship's company. Foremost of all, he is entrusted with all telegraphic and official communications of the Commanding Officer; and, Gee! whiz! but doesn't he get all that is coming to him, if, through carelessness, or neglect, he loses any such document. Again is he made the custodian of large sums of money belonging to the Government, said coin being to defray any and all legitimate expenses. His duties are to collect all mail deposited in the letter boxes hung in various compartments throughout the ship, and to see that the same is properly and promptly posted; to attend to the bringing off from shore all sack, and loose mail addressed to those on his ship; to obtain schedules of all steam ship lines plying between the Orient, and God's Country, in order to be better prepared to promptly handle in-coming mail as well as to apprise every one on ship of the day, hour, and date of closing the next mail; to keep a record of and to re-address all mail arriving for men having been transferred to other ships or stations. He is further entrusted with the procuring of money orders, registered letter, and parcels, etc. Again, frequently he is called upon to do a good bit of shopping, not only for the officers, but for the blue-jackets and marines as well; and at times he is so

loaded down with packages upon arriving on board, that the resembles the real old Santa Claus.

As the editor has requested but a thousand words, I am only enabled to speak of the above few duties of a Mail Orderly; and as they are the most vital ones, I feel sure the reader will pardon my not going deeper into further details. Patience must be mastered by the fellow who has the bag, if not, his name will soon be Mud. When going into the post offices throughout China and Japan, one must exercise a good deal of judgment, and handle the officials with gloves. The easier and more mannerly you go about matters, the sooner will you receive their attention; and after having gained their confidence, you will be waited upon quite promptly, and you will find the clerical force ever ready, and willing to do all possible for your assistance. It is in these offices that you come in contact with all classes of the natives, and, as a rule, they are quite polite.

Some very odd experiences fall in the way of the Mail Orderly. Time and time again will he be asked, "When does the next mail close?", when the questioner will be standing in front of a letter box upon which the information he desires is posted; and when returning to the ship with probably three, four, five, or six sacks of mail, he is surely greeted with the query, "From the States, old man?" or "Any letters for me?" Had I the space, many laughable incidents could be related, and novel experiences divulged since my having been granted the extreme pleasure of carrying the mail bag for such a noble lot of officers and splendid ship's company as is on board the great trophy winner, the U. S. Battleship Wisconsin. I heartily join the editor in wishing each and

every one on the ship's roster a most pleasant and safe voyage to the land of the brave and the free.

Our Homeward-Bound Colors.

A prettier set of Colors was never flown from any ship than those which we are flying on this homeward-bound cruise.

It seems that a set of homeward-bounders are as essential to the progress of a ship bound for home, as is the coal which makes her steam.

To surpass the colors of all previous homeward-bound ships seems to be the general aim of the one following; and such is the accomplishment of which we can boast, when we point to the beautiful silken folds of our pennant, as it gracefully floats behind us on the breeze.

The silk with which our colors are made in the best Soochow silk obtainable. It took 41 bolts to make them; and the cost of the silk alone was \$435.50. The task of making the colors was a gigantic one; but the Franciscan Sisters, at the convent in Chefoo, undertook the big job; and executed it most creditably.

The Pennant is 550 feet long; (552 to be exact) it is 26 inches wide at the head, and continues without tapering for a length of 250 feet, and then it gradually tapers to the tails, which are six inches wide and twenty feet long. The Blue field in the pennant is 100 feet long, and the stars are 22 inches across.

The ensign is 36 feet long, and the stripes are 18 inches wide.

The jack is 14 feet long; and the red Trophy Pennant at the fore is 9 feet on the hoist, with a seven-foot fly.

The money which purchased the colors was taken from the profits of our commissary store.

Much discussion has been in progress regarding the desposition of the great pennant. It has been suggested that it be sent to this institution or to that institution; but were it sent as a gift to any one place it may make a beautiful decoration to be witnessed by a chosen few, and entirely forgotten by those who brought it home, so it has been decided to have the great pennant cut up into equal pieces; and every officer and man over whom it has flown shall receive a piece. It is needless to say how these bits of silk will be cherished by those who possess them; and how often they will, in the years to come, recall the pleasant event of which they are commemorative.

The beautiful ensign will be presented to the executive chamber at Madison, the capital of the state whose name the good ship bears.

As a token from the ship's company, the jack and trophy pennant will be presented to Captain Drake.

This disposition of the colors could not be improved. Every man will have a cherished remembrance of his home-coming. The state, whose name the ship bears, will be remembered; and the captain will always have an emblem which he can hold as a token of the loyalty of his crew, on the Battleship Wisconsin, whose honor it has been to be under his command.

Our Cruise.

Continued from No. 1.

ALL transfers were made; and the homewardbound crew was aboard on the evening of the 1st instant. At 8 o'clock on the morning of Sunday the 2nd, the entire set of silk colors was unfurled to the breeze; a good stiff breeze it was too, and the colors were nailed against it in a manner which fully tested their strength. The long pennant waved in graceful figures from the main truck; the trophy pennant decorated the fore; on the jack's staff, the 14-foot jack commanded the fore-castle, and the great silk ensign on the staff crowned the decoration from stem to stern.

A heavy sea was running which made it a difficult matter indeed to bring aboard the sea-stores that morning; but such a job for homeward-bounders was only a mere trifle.

With the exception of the 2nd steamer, all boats were secured aboard the day before; the task of hoisting that



OUR BEAUTIFUL SILK HOMEWARD-BOUND ENSIGN. To be a gift to the state whose name we bear.

boat was no easy one; and the manner in which it was lifted from the crest of a great sea, reflects credit upon the launch crew and the man at the crane.

All was secure for sea before noon; and shortly after dinner came the happy word "All Hands up Anchor Home!"

At 1 o'clock the anchor was aweigh. The great ensign was removed from the staff to the gaff; and steaming as close to the line of anchored ships as the heavy sea would permit, the *Wisconsin* left the harbor. Cheers were given and returned for and from each ship left behind, as the ship steadied on her course from the harbor, the *Jonah* from the main yard was consigned to the element of Neptune, followed by a shower of several hundred hats.

One must live both experiences, to fully appreciate the difference between watching a home-ward-bounder sail, and that of being, himself, aboard the home-ward-bounder.

The sea was quite rough and choppy; yet, "as steady as a die" the good ship put to sea. The silk colors remained flying until the ship had passed beyond sight of those left behind.

A beautiful moonlight night it was, one quite

suggestive of pleasant moonlight nights at home.

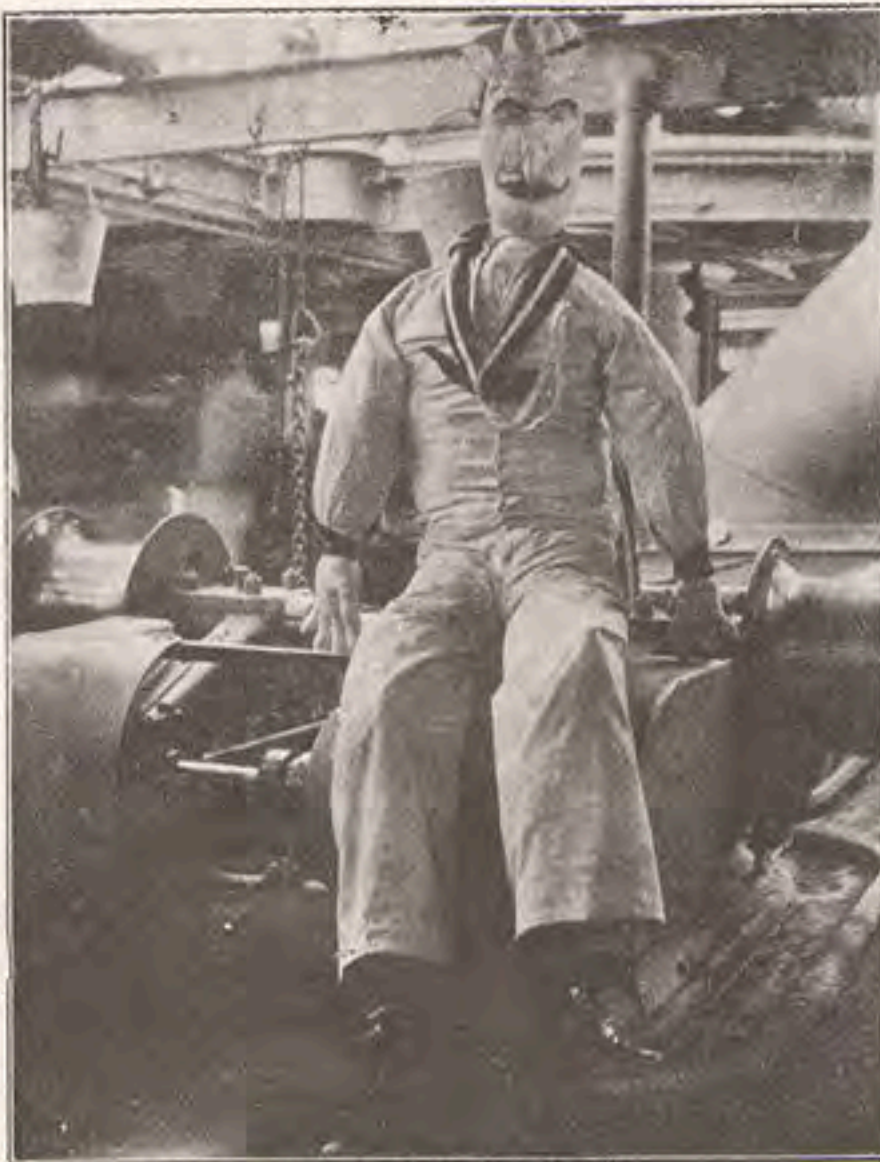
The band played an appropriate concert in the superstructure to a large audience that night.

"Lights out" at 8 o'clock; but it was long after that hour before the off watch turned in.

It had been an eventful day; everything had been favorable, auguring a pleasant voyage; and thus ended the first day out.

Monday, Sept. 3:—The morning dawned clear and cool; and all day there was a stiff breeze and sea off the starboard quarter. The day passed uneventfully. At 8 p.m. Ross Island was off the beam.

Position at noon: Lat. $35^{\circ} 44' 30''$ N.; Long, $123^{\circ} 47' 30''$ E.; distance made good since getting underway 223 miles.



"THE MAN BEHIND"
(Left behind—heaved overboard in Chefoo).

Tuesday, Sept. 4:—Morning came with the same pleasant condition of the weather; but at 7:30 we steamed into a squall which created a lively scene on deck as all bedding was on the lines and rails at the time. It came while all hands were at breakfast, and the scramble for beds resembled collision drill.

The afternoon found us steaming across the Straits of Korea and among the

islands so recently brought into prominence by the great battle between the Japanese and Russian fleets fought in that vicinity. An hour was spent during the afternoon in swinging ship and testing compasses.

Ikishima was off the beam at 8 o'clock.

Position at noon:—Lat 33° 46' N., Long. 127° 3' E.; distance made good since preceding noon 210 miles.

Wednesday, Sept. 5.—As the morning dawned, the coast of Japan stood before us; and on we steamed toward the mountains which offered no suggestion of there being a place between them through which a ship could pass.

At 7 o'clock we were off Rokoren, where the pilot was waiting in a sampan for the ship, the hour of our arrival having been cabled from Chefoo to the Pilots' Association.

We will not dwell on our passage through the Inland Sea, other than to say that the ship did not come to anchor at night; and before breakfast on the morning of the 6th we were at anchor in Kobe.

The weather during our stay of four days in Kobe was quite rainy; but such trifles are not considered as unpleasantries to homeward-bounders.

At 4 o'clock on the morning of Monday, the 10th, we were again underway and at 2 o'clock on the following day we were at anchor off Yokohama, our last stop on the Asiatic side of the world; and in a few days our destination will be God's Country and Home.

THE REASON WHY.

Before all-hands on the quarterdeck, Captain Drake addressed the following on the Sunday following the official receipt of the news announcing the *Wisconsin* the winner of the trophy:

“The winning of the trophy by the *Wisconsin*; namely a score higher than has ever been made by any battleship, was the result of the most careful training of both officers and men in every detail of gun service from the spotter in the fighting top down to the loader and shell man at the guns. No detail of gun service was neglected in the beginning, with the result, that when it became necessary to speed up, there was no slighting or slurring over any evolution of spotting, fire control, loading, sighting, training or firing, of any gun of any calibre, which helped to make the general average of hits per gun per minute sufficient to place the *Wisconsin* 9 points above the nearest competitor in winning the trophy. Therefore remember, that in order to win the trophy every detail of gun-service must be complete in its action, then, ‘speeding up’ will quickly follow, as a result of this perfection. This principle applies to all calibres, and any slighting of any detail by any member of a gun's crew will certainly pull down the general average of hits per gun per minute, which is the score that counts.

“I congratulate you all on winning the trophy which was due to the high efficiency of the *Wisconsin's* personnel.”

In summing up the scores of final merit as the result of last target practice the ships of our class stand as follows:

Wisconsin ...137.925	Alabama110.234
Missouri128.830	Ohio106.049
Kearsarge.....125.791	Pennsylvania..105.448
Kentucky.....123.060	Texas 90.537
Colorado113 155	West Virginia. 87.903
Maryland112.490	Maine 83.515
Indiana.....112.358	Iowa 42.313
Illinois110.960	

Roster of Officers and Men taking the U. S. S. Wisconsin from the Asiatic Station to the United States, September, 1906.

CAPTAIN FRANKLIN J. DRAKE,	U. S. N.,	COMMANDING.	
Lieut-Commander Roger Welles,	"	Executive Officer.	
Lieutenant Zeno E. Briggs,	"	Navigator.	
Lieutenant Henry N. Jenson,	"	Engineer.	
Ensign Thomas L. Ozburn,	U. S. N.,	Boatswain Frank Bresnan,	U. S. N.,
Ensign William Ancrum,	"	Gunner Earnest Kellenberger,	"
Ensign William J. Giles,	"	Carpenter Robert H. Lake,	"
Ensign Frederick V. McNair,	"	Warrant Machinist Charles G. Nelson,	"
Ensign Daniel T. Ghent,	"	Warrant Machinist George S. Bingham,	"
P. A. Surgeon Henry E. Odell,	"	Warrant Machinist Arthur T. Percival,	"
Paymaster William B. Rogers,	"	Acting Warrant Machinist John P. Richter,	"
Captain James T. Bootes,	U.S.M.C.	Pay Clerk John E. Francis,	"
First Lieutenant Nelsen P. Vulte,	"		

SEAMAN BRANCH.

<i>Chief Masters at Arms.</i>	Shine, E P	Martin, H. J.	Droleskey, E M
Chambers, W F	Turner, J F	Moss, F	Druce, J
Nolan, L.	Vines, J G	McGrail, F	Dunfee, J N
<i>Masters at Arms 1c.</i>	Wardan, W H	Royse, J R	Dunigan, H
Wood, O L.	Wasson, G C	<i>Seamen.</i>	Dunkin, J E
<i>Masters at Arms 2c.</i>	Waterworth, S T	Ahl, J	Dumschat, A
White, P.	Wild, A C	Allen, M C	Earnest, R A
<i>Masters at Arms 3c.</i>	Yuhas, J	Allison, J M	Eckert, P B
Corbett, J F	<i>Chief Gunners Mates.</i>	Anderson, J E	Edson, S
Ebner, A R	Richter, E	Bache, L H	Emond, E
<i>Chief Boatswains Mates.</i>	Wisker, F C.	Bailer, H F	English, R
Nilsson, N P	<i>Gunners Mates 1c.</i>	Barclay, F	Evans, A T
Rangoal, M	Jung, E C	Barclay, W A	Fallon, R B
<i>Boatswains Mates 1c.</i>	McCrary, A B	Barnes, W L	Field, L T
O'Brien, J J	<i>Gunners Mates 2c.</i>	Beach, C	Fisher, J W
Poindexter, G B	Bloom, A	Birkhimer, E M	Fletcher, W
<i>Boatswains Mates 2c.</i>	Hackett, T P	Bishop, L	Formanack, M
Ayerheart, W R	Jansson, G A W	Blake, A J	Gartenslager, F
Bedat, L	Rostedt, J E	Bowen, W C	Gelino, E. W
Brunson, L	Schelcher, H W	Bowerman, R W	Glunt, C J
Friel, G	Stachowiak, P P	Bowers, J H	Goings, H F
Hall, R E	Thompson, L H	Boyle, J B	Goldie, J A
Jones, E L	<i>Gunners Mates 3c.</i>	Bramhall, M	Golding, B
Lane, F C	Bower, G B	Bratchey, J T	Grimes, H E
Ray, W J	Burton, R H	Brink, G F	Guerra, P F
<i>Cozswains.</i>	Miller, F W	Brooks, F F	Hailer, W F
Ab, C W	Parsons, R F	Brown, J	Harreschou, H S
Anderson, J V	Roberts, C S	Bunce, F	Harrier, F
Bishop, W W	Ruffra, W J	Burns, L	Harrold, A
Brooks, L D	Sorensen, E	Burns, W J	Harvey, J O
Brown, J F	Swanson, A	Burr, W H	Hayden, J
Eytchison, W R	Sweeney, J J	Callahan, C C	Heine, J D F
Fish, J H	<i>Chief Turret Captains.</i>	Campbell, G E	Henderson, J W
Fizer, P	Manson, H W	Carscaden, R S	Hester, Z T
Friedhof, P	<i>Turret Captains 1c.</i>	Chada, E	Hoffman, J A
Goedecke, H	Coleston, C E	Chandler, C	Hoffman, L L
Hammond, E F	Nelson, D W	Coleman, C	Hook, G
Heger, C	Spencer, A P	Coleman, F E	Jacobs, W L
Hildebrandt, A R	<i>Chief Quartermasters.</i>	Compton, I A	Johnsen, W
Hutchison, C W	Smith, F	Conklin, R B	Johnson, J E
Jacobsen, H	Williams, H.	Connell, R	Jones, C
Jaeschke, H H	<i>Quartermasters 2c.</i>	Coombs, C L	Kahl, G
Lucas, F W	Avery, L C	Cowdery, W A	Kilgour, G W
Mayer, E F	Davidson, C A	Dahlke, B W	Kistler, P A
Murphy, D H	Sullivan, J	Danner, W	Knight, C
McCool, C L	<i>Quartermasters 3c.</i>	Dickerson, H M	Knight, L S
McDonough, J J	Chapin, L H	Dickson, R W	Kraft, W J
Prince, L	Houriet, E E	Dolan, B E	Kuhnau, A
Rasmussen, R	Kelley, F M	Dolan, T F	Lange, G F
Roginson, C	Kellogg, N W	Donaldson, D C	Lewis, A G
Schnelle, S	Larson, L J	Doyle, J J	Littlejohn, G M

Lockwood, W F
 Mahoney, D B
 Margeson, C O
 Meikle, H S
 Menge, H
 Meyer, A A
 Milbourn, J R
 Miles, E A
 Miller, T M
 Morse, G H
 Mortimer, R P
 Muer, F J
 Musselwhite, G L
 McCarty, H E
 McFerran, R B
 McKenzie, D
 McLeester, J E
 McMichael, H E
 McTaggart, L
 Newman, J R
 Noel, D W
 Norris, W H
 O'Brien, E L
 O'Dell, J W
 O'Donnell, S
 Perkins, C A
 Peters, C F

Peterson, N P
 Phillips, J W
 Pickering, B E
 Price, J F
 Puckett, C O
 Quinn, R E
 Reed, F T
 Rendon, A C
 Reppard, F
 Riker, D
 Rosengren, J A
 Ross, J H H
 Ross, W E
 Rothman, C
 Russell, P A
 Ruttinger, F B
 Ryan, J T
 Salzmann, G
 Schanel, C
 Schewe, P
 Schiff, J P
 Schneider, W H
 Schriber, R A
 Schubert, F
 Schupp, W W
 Scott, R E
 Seaman, H

Schumway, W H
 Simmer, E
 Smith, G J
 Smith, H B
 Smith, J
 Sorensen, N C
 Stanek, F
 Stewart, C E
 Still, J F
 Storock, W J
 Swan, J E
 Tarp, W
 Thatcher, A T
 Thomas, J W
 Thomas, W R
 Tinney, B E
 Tolhurst, H F
 Trapp, L W
 Traylor, L
 Treiber, W
 Updegraff, S N
 Vivyan, W A
 Wagner, J K
 Walsh, J
 Wheeler, G O
 Wilmore, C
 Woods, A G

Work, T G
Ordinary Seamen.
 Bloch, W
 Brady, P F
 Brown, L S
 Coffman, C L
 Flood, G
 Flood, F
 Halkey, A
 Hayes, I S
 Haynes, J
 Hickok, L S
 Johnson, C C
 Kelsaw, F A
 Morris, W A
 McFadden, J R
 Owens, N F
 Rife, J S
 Schultze, F J
 Sheridan, C
 Shukert, A B
 Stickles, L A
 Thomas, A C
 Welsh, R
Apprentice Seamen.
 Himmler, W. J.
 Madero, A A

ARTIFICER BRANCH.

Chief Electricians.
 Johnson, F
 Kirkland, H H
 Storey, N H
Electricians 1c.
 Andrews, R S
 Baeky, K J
 Brunson, D
 Foster, W R
 Kelly, W L
 Lond, E H
 Morrill, W E
 Price, E
 Radeleff, F H
 Rosek, H A

Electricians 2c.
 Smith, B
Electricians 3c.
 Breckenridge, R G
 Taylor, R R
Chief Carpenters Mates.
 Henry, M
 Johnson, S
 Julian, G E
Carpenters Mates 1c.
 Johansen, F
 Monnig, F W
Carpenters Mates 2c.
 Amiss, J C

Carpenters Mates 3c.
 Culver, L R
 East, G W
 Winslow, F
Shipwrights.
 McManimie, W
Ship Fitter 1c.
 Edwards, T
Ship Fitter 2c.
 McDonald, G S
Blacksmiths.
 Brickner, F
 Corson, J R
Plumbers & Fitters.
 Kline, F

Shear, W
Sailmakers Mates.
 Johansson, F B
 Jorgensen, A.
 Petterson, C.
Painters 2c.
 Campbell, C D
 Merz, W
 Miller, J
Painters 3c.
 Rhodes, F J
 Stefan, R
Printer.
 Jones, R D

ARTIFICER BRANCH. Engine-room force.

Chief Machinists Mates.
 Cooper, R D
 Erhart, F J
 Johnson, L A
 Lilly, E C
 Reisinger, B G
 Ricard, L A
Chief Water Tenders.
 Claney, J
 Clune, M P
 Durkin, J
Machinists Mates 1c.
 Hoffman, P S
 Klatt, F H
 Phillips, H E
 Price, A C
Machinists Mates 2c.
 Nelson, W A
Boilermakers.
 Mason, R L
 Moder, R W
 O'Donnall, H
 Thomas, T A

Blacksmiths.
 Benson, O L
 Hilscher, F
 Gregory, J A
Water Tenders.
 Buller, W.
 Costello, F W
 Curtin, J E
 Gassaway, D L
 Gheen, A
 Hopkins, A R
 James, J W
 Moore, J
 Otteson, C E
 Ryan, T
 Shinn, E C
Oilers.
 Baker, C J
 Beach, L H
 Benoit, W J
 Best, H L
 Chase, A
 Collins, J

Copenhaver, E S
 Cronk, H C
 Golino, J A S
 Hunter, H F
 Johnson, A W
 Lemoine, L P
 Peterson, C F
 Pond, C A
 Quinn, W H
 Reynolds, W
 Seanlon, C
 Shepherd, G
 Smith, F J
 Smith, O L
 Stanisha, C
 Stoneman, J W
 Stricker, W C
 Taylor, E W
 Wright, W A
Firemen 1c.
 Adams, R W
 Anderson, T W
 Asbury, H
 Baker, G

Brandon, W B
 Bronick, T.
 Bryant, B
 Buetow, E C
 Burkholder, W
 Crittenden, D L
 DeBusscher, O
 Duenser, W
 Dudley, W E
 Dunbach, D
 Edwards, W
 Flach, H A
 Fox, J
 Fulton, G H
 Gilmore, G G
 Gorman, J
 Grant, R
 Hanley, W E
 Heich, W E
 Herbert, G C
 Jackson, M
 Johns, C H
 Kidwell, C T

Lefebvre, G
Lejcar, J J
Mundhenk, E
Murphy, E
Murry, T.
McCann, J
McClain, H S
McCormack, A
Neargardt, H A L
Pierce, H
Ribble, E A
Rutledge, J W
Ryan, J
Schmidt, P J
Sharp, W E

Stack, R
Sutherland, J A
Vaughan, R
Waddell, T M
Waffer, J
Ward, J T
Fireman 2c.
Adams, G D
Admiral, C
Akers, H A
Blackman, H L
Brown, J C
Brown, W A
Douglass, W W
Ferguson, C

Fisher, F
Harrold, J C
Hill, J
Jones, W L
Kotz, A
Miller, C C
Milton, A
Murphy, J
O'Brien, D
Palmer, C J
Pierce, J
Plumb, W R
Preston, N C
Robertson, D C
Ross, W E

Scully, T
Synider, G
Whitmore, F C
Wing, G F
Wollette, J D
Coal Passers.
Arnold, G E
Broderick, T F
Brostrum, A W
Cox, T F
Keeney, D G
Korn, E
Randall, J L
Shepherd, L
Silverthorn, W A

SPECIAL BRANCH.

Chief Yeomen.
Abbott, F A
Carty, W P
Schloer, B.
Smith, R E
Yeomen 1c.
McKeon, F J

Preston, W F
Wolff, L R
Yeomen 2c.
Mast, W
Redhead, C S
Yeomen 3c.
Barclay, L

Ledyard, H B
Norton, W A
Hospital Steward.
Brunck, A
Nicol, J W
Hospital Apprentices 1c.
Kelley, I. L.

Payne, C R
Schwager, P L
Stricklin, M L
Buglers.
Scott, E E
Sullivan, F J

COMMISSARY BRANCH.

Chief Commissary Steward.
Shannon, G S
Commissary Stewards.
Hall, E M
Hallmark, W C
Ships Cooks 1c.
Hisler, H
Ships Cooks 2c.
Hill, B
Lewis, H
Lorency, J

Ships Cooks 3c
Lehmann, C C
Waters, G E
Ships Cooks 4c.
Rasmussen, P
Younge, C H
Bandmaster
Schultz, C C
First Musician.
Meissner, O L

Musicians 1c.
Hanson, G C
Kline, J
Musicians 2c.
Carr, J
Carter, F
Hickey, J J
Miller, F W
McGlone, J J
Phillips, E
Steen, J H

Utecht, A
Wasmuth, E E
Woodard, A
Bakers 1c.
Anderson, E
Owens, R P
Bakers 2c.
Isett, C H
Officers Stewards, Cooks and Serrants.
19 men

MARINE GUARD.

First Sergeant.
Francis, C R
Sergeants.
Hurrshell, W A
Kaul, H R
Peters, A C
Fallon, G T
Huntzberger, J H
Jackson, A W
Junkin, J B
Jorgensen, C
Thomas, J E
Drummers.
Ijans, H F
Privates.
Allen, C J
Adams, G F

Baranoski, F
Beck, F
Benz, P H
Bestler, B
Barron, P S
Bradford, J K
DeGroot, W
DeGroot, J E
Egan, J F
Fall, J
Gallaher, E
Garvey, J
Gillig, F L
Gauss, J M
Gibason, H
Hermes, J
Hand, W L

Inmke, J
Johnson, E
Janks, A
Johansen, C J
King, W A
Kelley J
Kennedy, W Mc, M
Kosinski, S
Kelly, T J
Kilbreath, F
Lorentz, R L
Luedecker, E P
Lockwood, J G
Moeller, F H
Martin, A T
Mitchell, J E
Morrison, J W

Markiewicz, S F
Myers, C A
Nilan, E F
Neelman, J
O'Donnell, P
Pritchard, J
Rutledge, L F
Rucker, O
Ryan, E F
Scanlon, T
Smith, J
Spratte, W
Tilly, W H
Van Kempen, W C
Wollenzin, W
Watterson, C A
White, H L

BASEBALL.

Many circumstances have interrupted the paying of games this summer according to schedule; and the disposition of the ship has been such that the league must conclude as it now stands according to the following table:

July 25,	Wisconsin, 14;	Qairos	0.
" 27,	Wisconsin, 1;	Ohio	0.
" 30,	Wisconsin, 13;	Ohio	0.

Aug. 15, Wisconsin, 5; Cincinnati 3.
" 18, Wisconsin, 7; Cincinnati 6.

This gives the *Wisconsin* a victory in every game; and, according to the ruling of the athletic office, Mr. Laws, the *Wisconsin* is the winner of the league this season. This places the ship in the permanent possession of *The Badger* cup having won it for three consecutive years, 1904, 1905 and 1906.

The Breaking-Up.

Our last week in Chefoo was a strenuous one indeed.

Before then all-hands were on the anxious seat. "Just wait until the *Rainbow* comes" was the talk. The *Rainbow* came; but that was all—she just came. The entire lists of the fleet

personnel were on the *Ohio*, and she too, must come; and then there was the *Lawton* to be accounted for. Finally the looked-for ship arrived; and in due course of time the transfer lists came over. Happy homes were broken up; and the old ship's company was scattered to the four winds.

Officers and men were busy packing their belongings ready to move, and the drafts from other ships were standing by to take their places.

As the boats shoved off, cheer after cheer was given and returned.

Confusion reigned for a time: but for only a short time, until the new men got this gear stowed, and made themselves comfortably at home.

Officers were assigned to different ships as follows:



BAGS AND HAMMOCKS OFF FOR THEIR NEW HOME.

Lieutenant Commander John R. Edie,	to the	U. S. S. MOHICAN;
Lieutenant Eugene L. Bisset,	"	Com'd QUIROS;
Lieutenant James E. Walker,	"	U. S. S. CONCORD;
Ensign William D. Greetham,	"	U. S. S. WILMINGTON;
Ensign Robert W. Kessler,	"	U. S. S. RALEIGH;
Ensign Prentiss P. Bassett,	"	U. S. S. GALVESTON;
Midshipman Joseph V. Ogan,	"	U. S. S. BAINBRIDGE;
Midshipman Allan J. Chantry,	"	U. S. S. RALEIGH;
Midshipman Hugh Allan,	"	U. S. S. BALTIMORE;
Midshipman Herbert J. French,	"	U. S. S. CINCINNATI;
Midshipman Herbert B. Riebe,	"	U. S. S. RAINBOW;
Midshipman Robert W. Cabaniss,	"	U. S. S. CINCINNATI;
Midshipman Fred F. Rogers,	"	U. S. S. QUIROS;
Midshipman Clyde B. Mayo,	"	U. S. S. WILMINGTON;
Midshipman William B. Howe,	"	U. S. S. CONCORD;
Surgeon George H. Barber,	"	N. S. OLONGAPO, PI;
Assistant Surgeon George M. Olson,	"	U. S. S. GALVESTON;
Boatswain John M. A. Shaw,	"	U. S. S. RALEIGH;
Warrant Machinist William W. Hoopes,	"	U. S. S. RAINBOW;
Warrant Machinist Byron C. Howard,	"	U. S. S. BALTIMORE.

To the OHIO.

Atkinson, W T, Oil; Andress, M J, Sea; Arnett, C A, Sea; Brown, S, Oil; Beckwith, R, Oil; Brooks, C, F 2c; Bennett, J A, F 1c; Brown, A D, Oil; Barry, J R, Oil; Bruce, F L R, O.S; Burnett, E J, Sea; Coles, B W, F 2c; Cunningham, T, F 1c; Coughlan, B, F 1c; Cox, F T, C M M; Chinnis, J H, F 2c; Convery, H J, F 1c; Cooper, A B, Oil; Clements, J P, Cpsm; Clark, J, Sea; Conover, J S, G M 1c; Conkright, E T, Sea; Carman, W T, G M 3c; Christie, F A, Sea; Davis, J H, F 1c; Downs, C E, Sea; Dunne, C, C M M; Dunham, A C, Sea; Drew, S E, Sea; Duffin, G, Sea; Dunham, F H, O.S; Dolph, C E, Sea; Dunlap, J, Cox; Erickson, A, Sea; Friend, H A, Oil; Frenzel, A A, WT; Fuller, H B, Sea; Finney, E, Sea; Fahey, T J, MAA 3c; Force, V G, Sea; Gilmore, J G, F 1c; Gartland, P E, Bmkr; Glospie, W J, F 2c; Giffels, P L, Sea; Gannon, J, O.S; George, J H, Cox; Goriss, L E, Sea; Geiger, E, Sea; Ghem, W H, Cox; Harris, W D, Bkr. 2c; Hines, H, Sea; Haumont, S F, Sea; Happel, S F, Cox; Hunt, H D O.S; Huebner, W B, Sea; Hayes, J R E, Sea; Jones, C H, Sea; Jacoby, F, Sea; Joseph, E, Sea; Jenkins, W, Sea; Jenkins, R P, Y 2c; Jones, D, F 1c; Johannessen, E J, F 1c; Jellison R N, Oil; Kramer, W, F 2c; Keogh, M, F 2c; Kirkpatrick, H M, F 1c; Kelley, M, Sea; Kiehl, H, F 2c; Lewis, G W, Oil; Linsley, L N, CMM; Lawlor, J, F 2c; Lucas, R E, Sea; Morrissey, J R, El. 1c; Masterson, J, Oil; Meeghan, J H, Bug; Mortin, J M, F 2c; Mulvaney, E J, Oil; Malatia, J, Oil; Morrissey, J T, Sea; May, J L, Sea; Moseley, E, Sea; Molder, P, Sea; McClure, J G, O.S; McGahan, M J, F 2c; McAuliffe, M, Bsmth; McOrmond, E B, MM 1c; O'Donnell, M M, SC 1c; Olsen, A, CM 1c; Olander, E, Sea; Price, S T, F 1c; Ready, J J, F 2c; Robinson, J H, Cox; Stoeffken, W J, O.S; Sachs, F C, Sea; Sausen, H, O.S; Stuart, P H, Sea; Spinner, C, Sea; Skalski, J, C.P; Stone, G, Oil; Smith F W, MM 1c; Shanley, W J, F 1c; Stowers, J F, Oil; Steedly, J P, WT; Tinsley, J R, F 2c; Tracy, H A, SC 2c; Turneure, J F, Ptr. 2c; Trappe, C J P, GM 3c; Tiemus, C, MAA 1c; Tierney, J J, F 2c; Utz, R H; P & F; Williams, E E, Bkr. 1c; Wolf, P P, Sea; Wheeler, F I, O.S; Whitt, J S, Sea; Williams, F G, F 1c; White, W H, Oil; Witt, H, Y 3c; Walters, B A, Sea.

To the BAINBRIDGE.

Burgess, T, CWT; Jackson, R F, F2c; Pepin, S, GM1c; Saylor, C R, MM2c; Setterberg, F H.

To the BARRY.

Coen, J F, Cox; Hiller, W F, Bsmth; Lennon, J D, GM1c; Manke, A, MM2c; Stover, J.

To the CINCINNATI.

Ackerman, T, Pvt; Anderson, J, Pvt; Bain, A R, Sgt; Belenskei, B, Pvt; Bliss, T W; Burroughs, C L, Pvt; Berkstresser, S, Pvt; Briggs, W A, Pvt; Carson, F P;

Cameron, J, Pvt; Cooper, A E, Pvt; Curtois, E J, C.P.; Dumais, D, Pvt; Davis, J W, Pvt; Englund, E C, F2c; Fagan, F W, Pvt; Forsberg, G A, Pvt; Hamilton, R J, Pvt; Huebner, G P, Bmkr; Harrigian, J J, C.P.; Hubbs, W E, SC3c; Jennings, J H, F2c; James, L C.P.; James, F, C.P.; Kelly, H, Bmkr; Lavy, T, Pvt; Loudermilk, J L, El. 2c; Luecker, L H, F2c; Lindsay, F. M. C P; Lavery, J B, F2c; Madsen, P C, F2c; Miller, J B, C.P.; Mosely, C. J, C P; Maycumber, G B, F2c; McHugh, J A, F2c; Nutter, W F, F2c; Ping, Tong, MAtt2c; Pearsall, H E, Pvt; Sing, Ah, SC4c; Summers, J T, Elic; Sibley, G S, C.P.; Thomas, B, C.P.; Young, J L, F2c.

To the RAINBOW.

Alverto, E, Mus. 2c; Bagley, D, Oiler; Carvell, E, HA1c; Cramer, C A, HA1c; Chron, E, BM1c; Conroy, D, CMAA; Cruz, H de la, Mus. 1c; Driscoll, J, Bmkr; Endaya, F, Mus. 2c; Flynn, M, Sea; Fang, Ah, Std to C. in C; Goldie, O, Sea; Gomez, F, Mus. 2c; Gonzales, P, Mus. 1c; Hagedoren, J, CWT; Hawes, L T, Sea; Hager, W, Sea; Hanafin, A T, CWT; Hing, Ah, Cab. Ck.; Holland, J, Pvt; Jones, A S, Sea; Keck, C G, CGM; King, E, Sea; Kelly, P C, Pvt; Lamkey, W A, Sea; Lawrenz, F E, Sea; Levan, V S, Sea; Lewis, T, Sea; Lewis, W W, Sea; Lint, J W, Sea; Ling, Sho. Cab. Std; Margenau, F W, MM2c; Mead, H H, MM2c; Miller, H, Sea; Moses, T W, Sea; Marin, C W, Pvt; Milbourn, P M, Pvt; McDevitt, H J, Sea; Olson, F L, Pvt; O'Neill, J, Pvt; Pong, Loo, MAtt3c; Pfeiffer, H, BM2c; Robinson, J J, GM3c; Ross, F H, Pvt; Smith, J C, Pvt; Sals, C, Pvt; Santos, G, Mus. 2c; Simpson, S W, Sea; Stegall, R C, O.S; Sea, Lee, WRCK, Tomasko, A, Mus. 2c; Tung, S Z, MAtt. 2c; Tong, Ah, MAtt. 3c; Willis, J, Bug; Wallace, D W, MM2c; Watson, A J, BM1c; Yee, Ah, WRCK.

To the RALEIGH.

Anderson, A N, QM 1c; Cornish, H F, O.S; Dressler, W, Y 1c; Daly, J, BM 2c; Down, W J, Sea; Emmons, R R, O.S; Hilbert, L, O.S; Jakobson, L, Sea; Kane, F A, Y 1c; Loster, C A, O.S; Lee, C, O.S; Luchs, C, O.S; Lynch, C P, O.S; Loomis, L A, O.S; Lyons, G, O.S; Lattimer, I J, O.S; Martin, C H, GM 2c; Marryman, R H, O.S; Michael, C P, O.S; Morgan, C, O.S; Maassen, H E, O.S; Myers, C W, Oil; McCullough, J J, O.S; McCutcheon, S J, O.S; Olsson, E H, BM 2c; Siegel, F, BM 2c; Wolff, E B, Bmkr; Wilder, H H, Bmkr.

To the QUIROS.

Albert, L N, Sea; Balfe, T F, O.S; Brinegar, J W, Sea; Coope, J W, Sea; Craney, L W, F 2c; Edward, W.G, B M 1c; Hersey, J, Oil; Kiner, W H, MM 2c; Seavert, M, F 1c; Snyder, R W, O.S; Turner, G W, C P.

To the CONCORD.

Bryan, J S, Y 3c; Chee, Ah, MAtt. 1c; Donaldson, D, Sea; Daw, C C, MAtt. 1c; Devlin, E, Sea; Erb, J C, BM 2c; Finnigan, J, Coxn; Garst, A, Coxn; Hardy, W, Coxn; Hicks, J C, CGM; King, G S, C. P; Laplante, W J, C. P; Lasher, J, El. 3c; Lewis, J, C. P; Lo One Ping, MAtt. 1c; Martin, D, F 1c; Orrell, A M; F 1c; Ritter, C, SC 3c; Sam, Ng, MAtt. 1c; Sam, Lee, MAtt. 1c;

A FEW THINGS SEEN ON THE CRUISE.

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1. The United States Consulate at Amoy.
- 2.—Mail arriving from God's Country.
- 3.—Water main leading from the reservoir at El Deposito to Manila. Manila's water supply is pumped to El Deposito from the Maraquina River, a distance of six miles.
- 4.—In the yard at the Naval Hospital, Canacao, P. I.
- 5.—The American Legation, Peking, China.
- 6.—Looking across the bay toward Amoy from Drum Island, the European Settlement.
- 7.—The Railroad as it passes through the Peking wall.
- 8.—Sunset on the Luneta, Manila.
- 9.—The Temple of Heaven, Peking.
- 10.—Suwayama Park, Kobe, Oct. 8th, 1905, decorated in honor of Admiral Sir Gerald Noel, upon the visit of the British fleet to that port, celebrating the Anglo-Japanese Alliance.
- 11.—The spring from which the camp at the target range, Olongapo, is supplied with water.
- 12.—A bit of rural scenery, Chefoo, China.
- 13.—Grove of cryptomerias in Shiba Park, Tokyo Japan.
- 14.—Triumphal arch erected at the hatoba, Yokohama, in honor of Admiral Togo, who, as the picture was taken, had just returned from Tokyo, having informed the Emperor that the fleet was ready for review.

PRIZES FOR GUNNERY.

The following prizes were won by the *Wisconsin* at Record Target Practice 1906.

NAVY PRIZES. 13-inch.

After Turret.....1st Prize.....	\$ 450.00
For'd Turret.....2nd "	225.00
Six Inch...No. 5...1st "	184.00
" No. 4...2nd "	92.00
6-pdr S.A. No. 9...1st "	56.00
" No. 7...2nd "	28.00
" No. 8...3rd "	14.00
" No. 12...3rd "	14.00

SHIP PRIZES.

After Turret.....1st Prize.....	\$ 150.00
6-inch.....No. 5 ...1st "	5.00
6-pdr S.A. No. 9 ...1st "	20.00
6-pdr R.F. No. 5 ...2nd "	9.60

