

How Korea Will Be Modernized by Its New Japanese Masters

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 WASHINGTON, D. C., Oct. 19.—(Special Correspondence of The Bee.)—The second article of the Russian-Japanese treaty practically gives Korea to Japan. It stipulates that Russia must keep its hands off and that the mikado will do as he pleases without let or hindrance. The king of Korea is already under the thumb of the Japanese emperor, and this treaty means the Japanization of the hermit kingdom. Japanization means westernization, or as we call it, civilization.

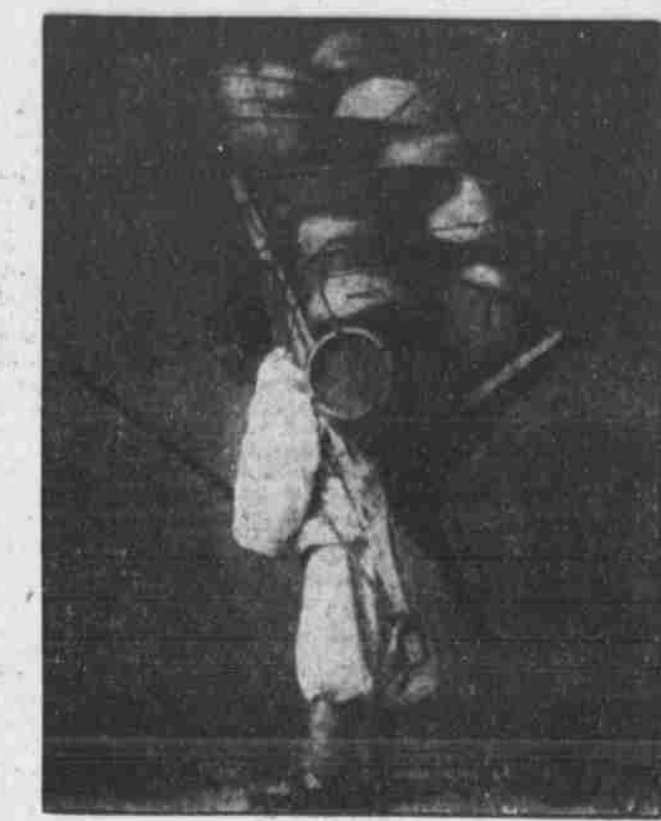
The modern movement has already begun. The Japanese have been building railroads during the war. They have completed the line from Fusan, the port at the lower end of the peninsula just across the strait from Japan, to Seoul, and have extended this line on north to the Yalu river at Wiju. Within a short time a bridge will be put across the Yalu, and the line extended on to Mukden to connect with the new Japanese railroads which have been transferred to them by the Russians. When the Mukden-Yalu line is built there will be a continuous railroad track from St. Petersburg to Fusan, and one can go by land from Paris to Fusan and, with only a few hours' steamship voyage, on to Japan.

At present the Korean money is of all kinds. There are silver dollars, nickels, copper coins and copper cash. Many of the nickels were made by the Korean government, but others have been manufactured by private parties, under permits from the government; so that one cannot tell where the coins come from. Counterfeiting is common, and there are altogether about twenty-six different varieties of nickels in circulation, each supposed to be worth 24 cents, and most of them bad. As a result the people are afraid of these coins and the time has been when it would take 100 nickels to equal the value of an American dollar. The silver coins are the Japanese yen, the half-dollars, or half-yen, and the 30 and 20-cent pieces.

Copper cash is still in use in out of the way places. It takes 4,000 or 2,000 of these to equal a dollar of our money, the value rising and falling. During my stay in the country all accounts for small things had to be paid in these cash. When I went out shopping I took a servant with me to carry by money, and on my trips through the interior we had a porter who was loaded down with such stuff. Indeed, \$50 worth of cash is a good-sized burden for a man. Each cash has a hole in it in order that it may be strung with its fellows upon strings for ease in counting and carrying.



SEOUL'S OLD WATER WORKS—NEW WATER WORKS ARE BEING PUT IN BY AMERICANS.



NATIVE KOREAN FREIGHT TRAIN, WHICH WILL BE SUPPLANTED BY JAPANESE RAILROADS.

Korea's Great Trunk Line.
 The railway from the Yalu will be the great trunk line of Korea. It will tap the largest cities and will open up the whole of the western and southern parts of the island. I understand that the Japanese have bought large tracts of land here and there along it, and that they will establish colonies. There are already thousands of Japanese in Fusan and Seoul and from now on the ships will be full of immigrants.

This railroad will altogether be about 500 miles long. The Seoul-Fusan end is of the standard American gauge. It is largely equipped with American rails and the bridge work is American. It has American locomotives and other American rolling stock.

The line from Seoul to the Yalu was started as a private enterprise, but the Japanese government took charge of it during the war and completed it in a slovenly military way. The result is that the rails are too light for a trunk line and the bridges are wooden. The track will have to be relaid and it will take some time to put it in commercial working order.

Paper Money and Bankings.
 There is now considerable Japanese paper money in circulation in Korea. The notes of the chief Japanese banks are worth par and about 3,000,000 paper yen are scattered over the country. They are generally used by the foreigners and are the chief currency for large transactions.

Banking in Korea is practically confined to the Japanese. The Ichikiohka or First Bank of Japan has an establishment in Seoul and branches at all the treaty ports and so has the Nippon Kinko or the Bank of Japan. The First bank has had its branches on the peninsula for more than ten years. I remember there was one at

Gensan when I reached there after my trip across the mountains from Seoul in 1894. I was out of money and asked them to cash a draft on my letter of credit. They refused. The result was that I had to wait until I reached Vladivostok, Siberia, and the Japanese Steamship company kindly trusting me for my passage from Gensan to that port.

Corea will probably be under the management of the Japanese. Indeed, I believe it is practically so now. During the war the telegraph system has been rapidly pushed and there are now more than 2,000 miles of line. There are cables from Fusan to Japan and all the open ports and mines are in telegraphic communication with Seoul. The different Korean lines connect with the different Chinese telegraph systems, so that one can send messages to Korea from any part of the world. Telegrams are received

will probably be begun at once. As it is now, the Japanese do most of the carrying trade. The Shosen Kaisha has frequent steamers between Korea and Japan, and the Nippon Yusen Kaisha has a regular service between China, Japan and Korea. There is an American in Korea who owns a fine little vessel which sails from Kobe and Osaka in Japan to the various ports of Korea. His ship flies the American flag. It is called the Ohio, and is noted for its excellent passenger accommodations. The American Gold Mining company has also some small ships at Champo which sail under the American flag. The Hamburg-American line runs German steamers between Champo and Shanghai.

Now that the war is over Japanese junk may be put on the Yalu river. This stream is about 200 miles long and it can be navigated by native craft as far as Shinkuhuo, although steamers now stop at Antung.

things in the hermit kingdom. Americans have done more for it than the people of any other nation. It was our naval vessels which first unlocked its doors to the world, and our missionaries gave it the first taste of western civilization and of the Christian religion. Our traders were among the first importers, and our capitalists built the first railroads. Americans now own most of the valuable gold mines and are developing them. The electric railway of Seoul belongs to Americans, and its electric light company is an American institution. It is the same with the Seoul water works and also with the national bank, the charter of which was given to an American. There are now 240 Americans in Korea. Of these 100 live in Seoul, sixty-five are working in the gold mines at Ulsan, thirty-five live in Pingyang and ten are associated with the railroads. Five Americans are in the service of the Korean government and the confidential foreign adviser of the king on the part of the Japanese is also an American. The man who has done more than any other for western civilization in Korea, more to render the life of foreigners safe there and more to advance the interests of the United States is Dr. Horace N. Allen, our former minister to Seoul, who has, I regret to say, recently given up his work there and returned to the United States.

Korea's First Railroad.
 The first railroad in Korea was built by Americans. It runs from the port of Champo on the west coast twenty-six miles inland to Seoul, the capital. The concession for this was secured in the latter part of the nineties by James R. Morse, and the road was built by Colbran and Bostwick. American materials and American rolling stock were used. As soon as the road was completed it was sold to the Japanese, and it is now a part of the Seoul-Fusan system. I understand that a road will be built from Seoul to Gensan, on the opposite side of the peninsula, but whether this will be done by the Seoul-Fusan company I do not know.

Competition in Telephones.
 FOUR separate and well-financed telephone companies are knocking for admission on the door of Greater New York and are promising sweeping reforms and reductions as conditions of their franchises.

The New York Telephone Company now holds a monopoly of the business and collects top-notch tolls. The companies wishing to compete are the Atlantic Telephone, the Star Telephone, the Commonwealth Telephone and the Manhattan and Bronx Telephone and Teletograph. The Atlantic is the most feared by the monopoly, as it is affiliated with the syndicate headed by W. D. Powers of Louisville, which has been building independent telephone lines in many of the best paying territories of the country.

The Commonwealth company also has been building many new lines in New Jersey, Delaware, Maryland and Pennsylvania.

New Telegraphs and Telephones.
 The postal and telegraph systems of

in Chinese, Japanese or Korean. They are sent by the Morse code. There are now telephones from Seoul to Champo and a telephone system will probably be extended to all the large cities.

Japanese Shipping.
 The Japanese expect to improve the shipping facilities. The shores of the peninsula are dangerous, there being many sunken rocks. It is planned to build a string of lighthouses about the coast, and this work

Japan Will Gobble the Trade.
 Japan has already the bulk of the Korean trade, and under the new regime it will have more than ever. Korea's foreign commerce amounts to about \$3,000,000 a year. It is steadily increasing and will probably double and triple within a decade or so. Much of the goods that we send to Korea goes through Japanese hands and is classed as Japanese. We send a great deal of cotton goods and we supply most of the coal oil. The Standard Oil company has storage warehouses at Champo and Fusan, and it ships two or three million gallons of oil to them every year. Our chief competitors in this line are the Russians, but their oil congeals in the winter, and although they undersell us, we do the most business. Our cottons are popular in Korea. They are of the Japanese or British; and, although more costly, are in general demand. Every man, woman and child of Korea wears cotton. The men have long gowns, and the amount of clothes per capita is greater perhaps than that of any other country.

We Own the Gold Mines.
 The best of the gold mines of Korea are owned by Americans. The concession for them was gotten by Mr. James R. Morse some years ago and transferred by him to Mr. Leigh Hunt, formerly of Seattle, who organized a company for their development. This company is now known as the Oriental Consolidated Mining company and it has been one of the profitable gold properties of the world. Its concession embraces a district just about half as large as the state of Rhode Island, in the mountains of northwestern Korea. Gold is scattered throughout this district and there is now more than \$2,000,000 worth of ore in sight. The company is taking about \$500,000 annually out of its mines, producing this from something like 300,000 tons of ore. It has the best institution in Korea, and that which is most up-to-date in all its workings. It uses the best of modern machinery and is now operating five mills, with 200 stamps. It employs altogether about seventy white men and several thousand Asiatics. The Korean miners are said to be entirely satisfactory. They work for 20 or 30 cents a day and are easily managed.

In this vicinity the British and Germans have mining concessions and the natives have been mining there for many years. In 1594 I saw specimens of gold that came from northern Korea. They were carried about in quills and used as money in making purchases with the merchants. The king then had a monopoly of the gold mines, and he had a great deal of gold in nuggets and dust in his palace. He paid some of his bills for foreign purchases in this way, the gold being sent to the Japanese mints for assay and valuation and the proper amount then credited on the bills.

It is believed that there is a link between these independent companies and their applications are a part of a concerted fight on the Bell company in Greater New York, the best paying telephone territory in the world. All the independent companies promise a 5-cent-a-call rate in the confines of any borough, as against the 10-cent rate of the New York Telephone Company. They also promise a 10-cent call rate between boroughs, whereas the present rates range from 15 to 25 cents.

lar glass of hot water—or, maybe, for a little laundry work necessitated by the exigencies of travel. If he likes to keep his clothes pressed his trunk may also contain a convenient electric light fixture.

Women travelers nowadays often carry these convenient irons, and their remarkable safety is illustrated by a bit of carelessness that recently occurred in a New York hotel, and might, under any other form of heating, have had the most serious consequences. A woman who had been using an electric iron left it standing on the floor and departed on a shopping expedition without turning off the current. The iron remained hot, but without setting the house on fire it slowly burned its way through the wood and was discovered when it was just about to continue to burn its way through the plastered ceiling underneath. It had settled slowly, literally eating up the flooring and leaving a hole the exact size of the iron.

the electric oven has become extremely popular. The advantage of the electric oven is that it heats up quickly and maintains a perfectly uniform heat. Or in this same partly electrified household one may find that an electric lighter, with a small portable battery, is being used to light the gas or that a small electrical searchlight is taking the place of any other form of illumination when the mistress of the house wishes to find something way back in the pantry or linen closet. Clocks also are now made to keep time by electricity and the smallest member of the family may likewise thank Benjamin Franklin for discovering a substance that warms the milk bottle almost quicker than one can get thirsty, to say nothing of providing a remarkably neat and comfortable substitute for the old-fashioned hot water bag.

such an answer would not be the answer apparently expected to the question. To say it was a property of matter would be not much more intelligent than to say the same of gravitation. At best it would add another property to the list of properties we already credit it with, as elasticity, attraction and so on. In any case the nature of electricity remains to be discovered and stated in terms common to other forms of phenomena, and it is to be hoped that long before this new century shall have been completed mankind will be able to form an adequate idea of electricity as it now has of heat." Prof. Dolbear intimates in his article the belief that the field of investigation and research remains as large and fruitful as it has ever been.

Seoul's New Water Works.
 I doubt not there are good copper mines in Korea. Excellent brassware is sold all over the country and copper is known to exist. Under the Japanese the country will be thoroughly prospected.

American are doing much to modernize Seoul. The city has about 200,000 people, who live inside walls forty or fifty feet high. Most of the houses are thatched huts. There are a few wide streets, but they are narrow and winding. The water until now has come from wells sunk here and there in the midst of the city, and one of the chief business has been that of the water carrier, who trots about from house to house with two buckets fastened to a pole on his back. The sewage flows through the streets in drains or open ditches and everything is unsanitary to an extreme.

An American company has recently secured a franchise to institute an up-to-date system of water works. It will bring the water from the Han river, which passes within three miles of Seoul, taking it from about five miles above the city. The water is to be filtered, and it will be pumped through the city by two high-duty triple expansion pumping engines, each with a capacity of 5,000,000 gallons per day. The system will require fifty-four miles of cast-iron pipe of from four to twenty-four inches in diameter and a large amount of other pipe. All the equipment will be American. This company has a capital of \$1,000,000.

The American-Korean Electric company has also a capital of \$1,000,000. It has the exclusive franchise for electric railways, telephones, light and power in Seoul. It has now eleven miles of street car tracks and twenty-five cars, and it is largely increasing its mileage. The light plant is in operation, furnishing more than 5,000 electric lights. FRANK G. CARPENTER.

Electricity in the Household.
 Everybody knows more or less about electricity as applied to the big public utilities, but acquaintance with the many uses of the "fluid" to make domestic living more comfortable is still confined largely to the individual users. How many persons know, for example, that a man may go on a journey with a stove in his trunk? Such is the fact, however, and the stove, together with a cup that will hold three and a half pints of water, may be packed away in something less than the space needed for a pair of shoes. The little stove looks like a plain iron disk, but inside of it are the wires that generate heat whenever it is connected with an electric light fixture. And this heat is without flame, and, therefore, much safer than an alcohol burner. It provides him with hot water for shaving, bathing or drinking—if he happens to be one of the good-sized army men who find that good digestion waits on a regu-

lity. Dealing with the science problems of the twentieth century in the Popular Science Monthly Prof. A. E. Dolbear says concerning the all-embracing mystery of electricity:

"Here on the threshold of the new century we are confronted with the question, 'What is electricity?' and the answer implied by the question seems to demand a

something which could be described by one who knew enough as one would describe some new mineral or gas or thing. Some eminent scientific men are befogged by the question, say it is some ultimate unknowable thing and hopeless as an inquiry. If it be a something it must be described by its constant properties as other things are. If it be unlike everything else then it cannot be described by terms that apply to anything else. All material things have some common properties. A glowing coal is an incandescent solid, a flame is an incandescent gas, but neither glow nor flame exists apart from the matter that exhibits the phenomena. Both are conditions of particular kinds of matter. If electric phenomena are different from gravitative or thermal or luminous phenomena it does not follow that electricity is miraculous or that it is a substance. We know pretty thoroughly what to expect from it, for it is as quantitatively related to mechanical and thermal and luminous phenomena as they are to each other, so if they are conditions of matter the presumption would be strongly in favor of electricity's being a condition or property of matter, and the question, 'What is electricity?' would then be answered in a way by saying so, but

large payment is required because the association furnishes its members with accident insurance, indemnifying both for accidental injury and accidental death.

Mr. Worley is also a member of the executive committee of the national body and went recently to Cincinnati to attend the fourteenth annual convention. He was accompanied by the following named delegates, who represented the Sixth division in the convention: Messrs. W. H. Riddell, Dakota, Ill.; R. E. Erwin, Omaha; G. H. Perry, Cedar Rapids, Ia.; J. G. Piper, Burlington, Ia.; T. L. Senesman, Chicago; and D. K. Walker, Kankakee, Ill.

Freight-Carrying Trolley Lines.
 Two interurban electric railroad companies have been organized in California for the purpose of handling freight as well as passengers. The San Francisco Chronicle says the projected lines "will penetrate productive districts which cannot be reached by steam railroads, owing to the excessive gradients and other engineering difficulties to be overcome. Such interurban electric railways as are now in operation as feeders to steam railroads are so far devoted only to passenger carrying. Their franchises, quality them, however, to carry freight also, and, in time, they will doubtless exercise this privilege. Indeed the Pacific interurban electric system, operated in Los Angeles county, has blossomed out as a freight carrier. The innovation provoked a lawsuit to permanently enjoin it from carrying freight through the city of Los Angeles, but this litigation will no doubt end in establishing its right to do so without let or hindrance. The electric railways in this city and in the transbay cities are exercising the right of freight carrying in a modified degree by hauling over their tracks the fuel consumed in their respective power-houses, and it is only a question of time, probably, when they will assume the character of common carriers of freight at such periods of the day when it will not interfere with the passenger traffic. As the business of freight carrying on suitable electric cars can be conducted as innocuously as passenger carrying, there can be no reasonable objection raised against the practice, if it should be put in operation."

New Money System.
 One of the first things the Japanese will do will be to reorganize the money and banking system of Korea. The financial

system of Japan will be adopted. A government bank will probably be established at Seoul, and the currency placed on a gold basis.

Officers of the Railway Mail Association

Worley, was honored by election to the presidency and G. R. Long of Council Bluffs was chosen secretary-treasurer. Mr. Worley is a clerk in the railway mail service and runs in the Omaha and Ogden railway postoffice over the Union Pacific between Omaha and Cheyenne. Mr. Long is a clerk in the same service and runs in the Chicago and Council Bluffs route between Chicago and Council Bluffs. The railway mail service is divided into

eleven divisions and this, the Sixth division, is composed of the states of Illinois, Iowa, Nebraska, Wyoming and the Black Hills district of South Dakota. In this division there are 1,700 clerks, traveling over 25,000 miles of railroad, which extends from Chicago on the east to Ogden on the west and from Kansas City on the south to Billings, Mont., on the north. The Railway Mail association, like the railway mail service, has eleven division organizations, which, taken together, form the national association. The Sixth Division association has over 1,500 members, who pay into the national organization annually, through Treasurer Long, the sum of \$21,750. This

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C. R. LONG, SECRETARY-TREASURER, SIXTH DIVISION RAILWAY MAIL ASSOCIATION.

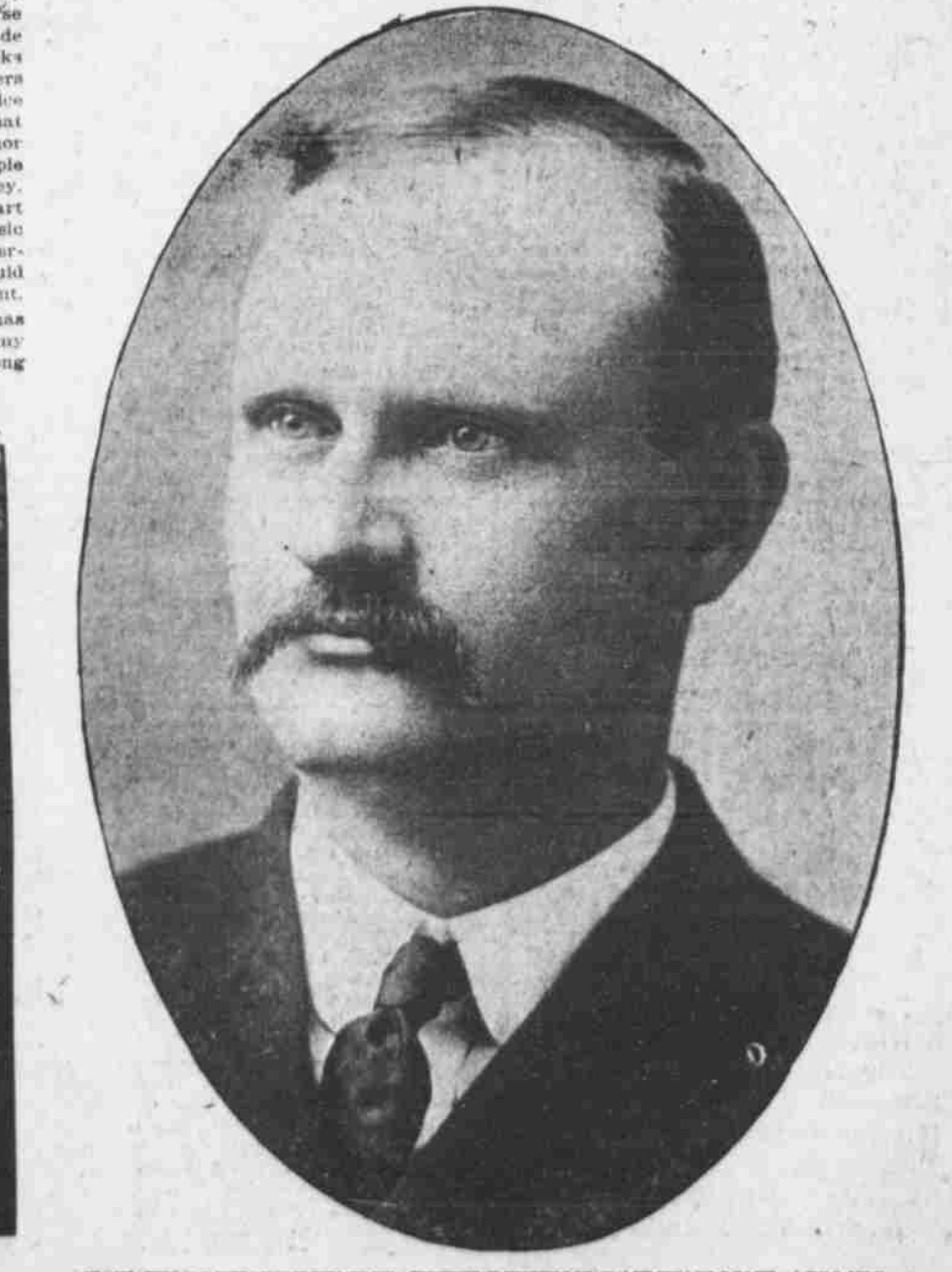
New Method of Teaching Music Beginners

HOW best to impart the rudimentary instruction in music has puzzled those who follow the study for many years. The old-fashioned methods were laborious and tedious and lacked in the essential element, that they did not early impress the childish mind with the importance of the fundamentals. One natural effect of this was that the drudgery destroyed the interest, and much was lost to the cause of music because the beginner was turned away from its beauties by the difficulty of the approach. It has been the effort of the best thinkers to devise some means whereby this could be avoided and a solid foundation for a musical understanding be laid without the tiresome routine that so often gave the child an aversion rather than a love for the beautiful art. As relates to the piano much if not all of this difficulty

is now evaded by a course which gives the pupil a thorough preliminary training without the drudgery at the keyboard and sends him to the instrument fitted to enjoy and appreciate its beauties almost at once. It is not claimed that the new system, fits the pupil to perform any of the greater compositions at first; that must be learned, as always, by long practice, but the new plan does make it easier for him to learn.

The piano is approached by easy gradations. Before the students go to the piano to practice they are taught to read all over the grand staff and the added lines, and are able to calculate note values, as high as the 1-12th notes. The hands are shaped, the wrists made loose, and the proper action is given to the fingers. The memory and the ear are thoroughly and

Officers Railway Mail Association



G. H. WORLEY, PRESIDENT, SIXTH DIVISION RAILWAY MAIL ASSOCIATION.



CHILDREN LEARNING MUSIC BY NEW METHOD.