

COREA NOT FOR COREANS

Hermit Nation is Being Exploited for Japan's Benefit

ONE RESULT OF THE RUSSO-JAP WAR
Traders, Artisans, Capitalists from Japan Pouring into Korea—Interests of Coreans Disregarded—Commercial Enterprises.

In a speech recently delivered at the dinner of the American Asiatic association... Hermit Nation is being exploited for Japan's benefit...

Other assurances coming either from direct Japanese sources or from sources influenced by Japan have emphasized the fact that in the industrial development of Korea, over which Japan now holds financial suzerainty, the mikado's government will find itself so occupied as to preclude activity elsewhere which might be construed as dangerous to jealous commercial powers.

Began at Beginning. The Japanese began to take over Korea with the first gun of the war. By the exercise of a right, based upon might if on no more pacific title, the Japanese incorporated their political and industrial propaganda in Korea with the landing of the first army occupation at Chemulpo.

The small trader followed close upon the heels of the soldier, and after him came the banker and the shipping merchant, until all Korea was in the hands of the Japanese civil regime before the last Russian had been driven across the Tumen. Korea was all but dead, politically and industrially. Agriculture was what it had been for hundreds of years—a hand-to-mouth scratching of the soil.

Trade comprised the paltry exports of ginseng from northern ports and the occasional shipments of horns and hides to China, and it was all in the hands of Chinese shippers. The total record of imports and exports of all Korea for a year did not equal that of New York City for a month.

The whole trade system was in a primitive stage; it was man-to-man barter, with copper cash paid down. With stock companies, the movements of stock and the rise and fall in values the Korean was utterly unfamiliar. Even the Chinese method of banking and trust business was known by him only imperfectly.

Change in Trade Customs. The Japanese, bringing to this benighted land the ideas of modern industrialism, found a mental attitude toward their innovations to be expected from the Coreans' lack of business experience. Not only was the white-robed trader of the peninsula content to continue on in the squalid bliss of old methods, but with all the energy he could command, he sought to imitate. He resented the incursion of modern forces of trade and finance, condemned them because they were modern and from a foreign source, and shunned them because they were sponsored by the Japanese.

Out of this position assumed by the Korean toward change as change and as being something Japanese was developed the keynote of the whole attitude of the Japanese propaganda in Korea. This attitude, as expressed by every act of the Japanese government and people in Korea, sums up thus:

Corea is Japan's, but not Japan. Corea shall be exploited for the benefit exclusively of the Japanese. The Coreans don't count. They may profit or lose by Japanese innovations as a circumstance or their own choice dictates, but as they are hopeless, no partnership in progress will be joined with them. Corea, in short, is a second Hokkaido, where Japanese may emigrate, colonize and build their industries as in a new land, but where the original folk of the land, like the hairy Abnau, may shift for themselves according to their own lights. Corea is to be rejuvenated, to be made to pay; but it is to pay the Japanese.

Japanese Population in Corea. The Tokio foreign office announced in September last that there were in Corea at that time 155,000 Japanese. It is safe to say that with every emigration company in Japan having contracts for labor and with shiploads of small traders, artisans and adventurers clearing for Corea each month, that number has since been increased by one-half.

This flood of immigrants has swept over the whole peninsula from Fusan to the Tatu and the Tumen. The main traveled roads of these pioneers are the railroads, extending now in an unbroken chain from Fusan in the south through Seoul, the capital, to Wiju on the Yalu river, and the ancient highways leading from the ports of Genzan, Chinsampo, Chemulpo and Antung back into the interior.

The Japanese never goes beyond the point where he can obtain his rice, dried fish and daikon from home. Where he stops there he builds himself a house after his own style, hedges this about with a high board fence to keep out the Coreans and patriotically hoists the sun flag before his gateway. If it is at a Korean walled town, he builds outside the walls, away from the dirt, laying thus the nucleus for the Japanese town that will shortly spring up about his pioneer dwelling.

This plot of the new army of occupation comes to Corea either as a laborer, employed in the construction work or operation of the railroad, as a sendo or bargeman in the Japanese settlements at the seaports, or as a petty trader catering to his fellow emigrants or the Korean trade. He expects nothing of Korean custom, makes no concessions to Korean susceptibilities as a bid for trade, treats with the Coreans only as an inferior and conquered people.

Program of the Trader. If he be a trader, Sakurawan of Shimonoeki displays in his shop a line something like this: Flannels, cottons and cheap woollens such as the Japanese wear; cheap flannel shirts, women's wear; brasses and copper kettles, pans and kitchen hardware, together with coarse blue China for table service; women's gawgaws and dressing table outfits; builders' tools and hardware; pickled and dried foodstuffs from Japan.

It is to be seen that none of these wares are such as to attract Korean purchasers. Heretofore the Coreans had bought their cloth from the Chinese, their hardware and their household necessities from French, German and American traders.

At present the native will not buy from the Japanese on principle, but that does not worry Sakurawan of Shimonoeki. He is selling now to his countrymen in the boom times of emigration and Japanese ships are rapidly driving Chinese, European and American ships out of Korean ports. A wretchedly closed door to Korean trade will soon force the Corean to buy Japanese cloth, China and hardware, or go without.

Where the vanguard of the Japanese army of occupation has blazed the trail spring settlements, expanding with a mushroom growth to the birth of cities. There are in every respect Japanese towns, possessing the hurried bustle and energy of any home city in Japan.

In nearly every instance they are built apart from the old Korean town. They are regularly laid out, well drained and clean with that rigid Japanese cleanliness which accentuates the squalor and filth of the Korean community.

Industrial Activity at Chemulpo. Chemulpo, the largest seaport of Corea, ten years ago but a collection of filthy mud huts, is now a bustling city of 15,000, possessing stone piers, a Japanese rolling mill and electric light plant. Chinsampo, the northern port selected at the beginning of the war as a point of disembarkment for Japanese troops, has suddenly sprung from a struggling Korean village to a town of over 200 houses. A stone jetty is being constructed along the water front and a marsh is being filled to accommodate the outward growth of the town.

Fusan on the southern extremity of the peninsula, which has been a Japanese town since the invasion of Hideyoshi in the seventeenth century, is now fully as important a shipping center as Mokpo or Shimonoeki, on the Japan side, of the Tushima straits. Land along its water front cost more last year than business sites in Tokio.

Shinto temple complete a typical Japanese town.

From this clean hive of activity one has to walk only five minutes to find himself in the heart of the odorous, medieval Korean city, smelling to heaven with its decay of centuries. Even the Japanese leaven on Nam-san hill fails to work any ferment for betterment upon the sordid lump of Korean conservatism.

This prosperous community at Seoul, as well as the like settlements at Fusan, Chemulpo and Chinsampo, marks the second line of the Japanese industrial advance. After the first hasty pioneers, the small traders, tinkers and artisans, have marked the trail of progress through the country comes the power of capital to cement the first casual grip on the country had by the early comers.

Every Japanese capital is pouring into every branch of industrial endeavor in Corea save agriculture, which is hopeless, as evidenced both by the Tokio stock market and the tangible manifestations of the money power growing constantly more apparent throughout the peninsula. The Tokio government is bending every effort toward the diversion of capital into Korean channels.

Government is Interested. By its recent action the ship subsidy heretofore allowed the Nippon Yusen Kaisha (Japan Mail company) for its Bombay line was withdrawn and an offer of it was made to encourage new merchant services to Korean ports. Upon the advice of the government emigrant companies throughout Japan are offering special inducements to capitalists desiring to contract for labor in Korean enterprises.

Chief of all great financial enterprises in Corea, the Japanese owned railroad draw a heavy subsidy from the government. Up to date the Keifu railroad and Seoul-Chemulpo road have not been financially successful.

Whether through stress of war and the consequent requisitioning of their services by the Japanese military arm, or whether because of the excessive cost of maintenance, the roads have had to draw upon their reserve funds, provided by the Japanese government, to declare their stipulated dividends. It is no doubt a fact that the development of the interior is accomplished by the Japanese through the peninsula road, which now carries freight only from one terminus to another, cannot be made to pay its stockholders save by the policy of drawing on the government subsidy.

Despite the seeming failure of existing roads to pay for themselves, additional lines are being projected, and money to build them is freely subscribed. Surveys have already been made for a line from Seoul through the peninsula to Genzan, on the northeastern coast, and a line from Fusan, on the south, through to Moogu, the west coast port, is said to be a thing of the near future.

Influence of Railway. The railroad right recently secured to Japan by treaty with China, comprising a line from Wiju on the Yalu through southern Manchuria to connect with the North China road, is a fact that has tremendous value to the industrial future of Corea. When it is borne in mind that this projected railroad from Wiju to Liaoyang is the connecting link uniting all Corea, and through Corea Japan, with the main trunk system of the Transiberian road, it becomes at once evident that what will make Korean railroads valuable and Korean enterprises in general of doubled worth will be this very extension of the through peninsula railroad to the great main artery of North Asia trade.

A through line from Moscow to Tokio, with only the 120-mile water jump across the straits of the Sea of Japan, is going to be the dominating factor in far eastern commerce before another quarter century is passed. The latest span of this great system to be opened for use is the Seoul-Wiju railroad, laid first as an emergency military road by Japanese engineers during the war and later put into permanent shape and opened for traffic in the month of November, 1905.

This line, like the Keifu system, is of standard gauge, solidly built and admirably suited to a heavy business. On this and the other lines Baldwin locomotives and American built cars on American trucks are used exclusively. Japanese operatives only are employed.

What the railroads are doing for the inferior Japanese steamship line, operating on the ports. In the great interior city of Seoul, as at the coast towns constantly growing, capital from Japan is applying itself in new works of industry.

From these arteries of the new activity energy is carried by the pioneer traders and small adventurers through all the sluggish avenues of the decrepit empire's industrial network of nerves until the most remote members of the decayed state feel the unwanted impact of a force long since dead. The Japanese have seized Corea by the topknot and kicked it into a new prosperity district in Japan. Here a branch of the Dal Ichi Ginko (Great First bank) of Japan does a large business in deposits and transfers. A modern department store, branch of a large Tokio house which is modeled on American lines, carries a full stock of Japanese and European dry goods and groceries. A semi-European hotel with first-class accommodations offers lodgment to Europeans and Americans. A theater, geisha tea houses and a large

ALL ROME IS AGITATED

Idea of Modern House in Glassio Garden Not Appreciated.

EXCAVATORS ACCEPT LIMITED AID Donors May Contribute Cash for Digging at Herculaneum if They Let Italians Control the Work.

ROME, Dec. 29.—(Special).—The Roman artists, supported by the most cultured class of Roman citizens, are making a desperate fight against a plan to excavate the new International Institute of Agriculture in a portion of the Borghese gardens which has hitherto been left untouched and unspoiled by improvements. They do not object to the determination to place the new building in the Via Veneto, since the government and municipality have agreed in selecting that as the cheapest site, but they do protest against the selection of one of the most beautiful corners that the gardens still possess and the absolute ruin of a scene which is dear to every artist and lover of Rome.

They point out with much truth that such a choice is unnecessary, as the gardens offer many other sites which are at once more suitable and less destructive of their natural beauty. In spite of numerous meetings, signed petitions and other methods of exerting the pressure of public opinion, the authorities have not stayed the work until a considerable number of the beautiful old pines are cut down. The mischief, however, is not irreparable and Rome is still appealing against its final completion. The International Institute would be welcome in any other spot, as the Romans say the nations whom it will serve will only feel regret if its erection is the cause of such a sacrifice.

The fresco representing the Madonna of Loreto at Gubbio is attracting further attention. The group of angels bearing the holy house over the sea is said to be in an excellent state of preservation. Mr. Pallucci Pallugani, to whom the discovery of the fresco has been attributed, now publishes a declaration concerning it.

Declaration of Pallugani. "Since, without my knowledge, it has been made known to the public through the press," he writes, "that I have occupied myself with a picture in Gubbio relating to the holy house of Loreto, I now in order that matters may be put right—" Mr. Pallugani, desiring that he may not be misrepresented, saying what he did not say, makes known certain facts. He never said that he had "discovered" the fresco, which for five centuries has been known to the public. He, he, with a few friends, has declared that while this picture can be described only as the Madonna of Loreto, excluding in an absolute manner the hypothesis of a votive picture. His reasons for this public declaration are, he says, that he wishes to announce that he will make them public in the future and he hopes that no one will gainsay them. He adds that the fresco of Gubbio is only one element in the study he is making in which he will furnish documents of undoubted interpretation that will show that the fresco tradition is much more ancient than many of the latter day writers try to make out.

The central committee of fine arts and antiquities has at last decided upon the conditions under which they will accept Professor Waldstein's offer of pecuniary aid in the excavation of Herculaneum. The Tribune publishes these conditions and explains that the difference of opinion manifested at first among the committee was caused by the feeling that the original scheme proposed would have given an excessive power of interference to foreigners "from the heads of state downward."

Terms of Committee. The committee, however, has now decided unanimously to accept aid upon the following terms, which seem to them to safeguard the national dignity of Italy: First—That the subscription shall be of a private character without any official intervention in foreign countries.

Second—That the funds shall be administered by an international committee sitting in Rome of which the king of Italy shall be honorary president and the actual president someone nominated by his majesty.

Third—That the first application of all scientific and artistic material obtained shall belong to the Italian government and the other Italian and foreign savants who do not belong to the executive committee to take a part in that publication.

Fourth—That the executive committee of excavations of Herculaneum shall be composed of a number of foreign members chosen from countries that have contributed to the fund, and of the same number of Italian members; the president of the committee shall be an Italian and all its members, both foreign and Italian, must be nominated by the king of Italy.

Fifth—That the whole production from the excavations of Herculaneum shall be the property of the Italian government. This is not to prevent the Italian government from giving to the states which have largely contributed to the fund some specimens of the objects found, in case of those objects being in duplicate, and such a concession injuring national collections.

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Under these conditions the central committee of antiquities and fine arts hopes that the government will not delay the definite solution of the question.

SCOTCH BUILD CHALLENGER Vessel to Contest for Canadian and Roosevelt Cups Started at Fife's.

GLASGOW, Dec. 29.—(Special).—Work has begun at Fife's yard at Fairlie on a cutter to challenge for the Canada cup. The boat is being built under the American rule of measurement, which Canada has now adopted, and which has been accepted to govern the race for the Canada cup for next year. The boat is to be called the "Amillius Jarvis," after the Canadian statesman and will be taken to Jamestown to race for the Roosevelt cup. The yacht is a twenty-seven footer, according to the agreement between the Royal Canadian and Rochester Yacht clubs, and will be pitted against such New York thirties and such Glasgow boats as go to Jamestown during the exposition to compete for the president's cup.

SIGN OF GERMAN AGGRESSION Plot for Taking Island from Spain Said to Have Been Revealed.

BERLIN, Dec. 29.—(Special).—An amazing story of a plot for the seizure by Germany of the island of Fernando Po is published here. The plot is said to have been revealed by Herr Eraberger, a prominent deputy at a recent confidential meeting of the budget committee of the Reichstag.

According to Herr Eraberger, Dr. Semler, a prominent liberal deputy approached German colonial adventurer named Gorne in 1904 and made this extraordinary proposition. Gorne was to settle in Fernando Po and start a farm or any commercial enterprise that he liked. The Deutsche bank, which is in close touch with the German government, was to lend him \$50,000 for the purpose.

After settling in Fernando Po Gorne was first to invoke a dispute with the Spanish authorities, and then to organize a rebellion for the purpose of obtaining possession of the island. A German consul who would be appointed immediately after his arrival would intervene and the support of the government would be forthcoming.

CENTENARIANS ARE WED Moravian Bride is Over One Hundred Years Old and Groom Her Senior.

VIENNA, Dec. 29.—(Special).—A centenarian pair have just been married at Auzel, in Moravia. Rosa Waldner, the bride, is just over 100 years old. She walked up the aisle fairly briskly, dressed in the costume of the peasant women of the locality, and carrying a bunch of white flowers.

Joseph Kopper, the bridegroom, is one year older and required the assistance of the arm of a friend as he went up to the altar. After the ceremony the newly married couple walked arm in arm out of the church and received a great ovation from the villagers.

AUSTRALIA AFTER TRUSTS American Oil Company's Representative Will Be Given Chance to Test Law.

MELBOURNE, Dec. 29.—(Special).—The anti-trust agitation has reached Australia in a violent form and the federal government contemplates prosecuting the American Oil trust's Australian representative under the anti-trust act.

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