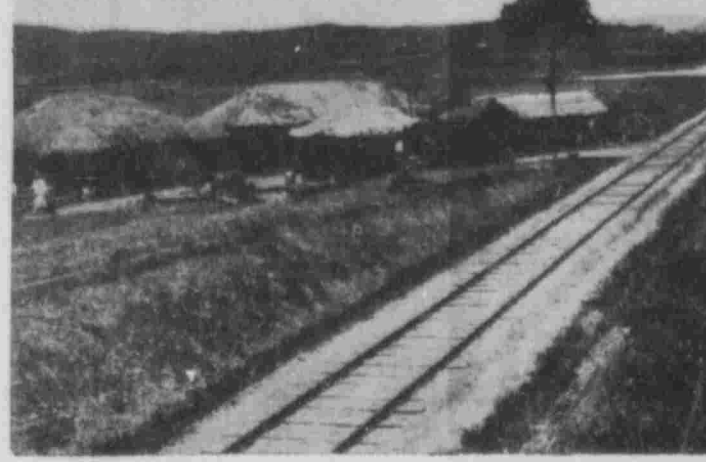
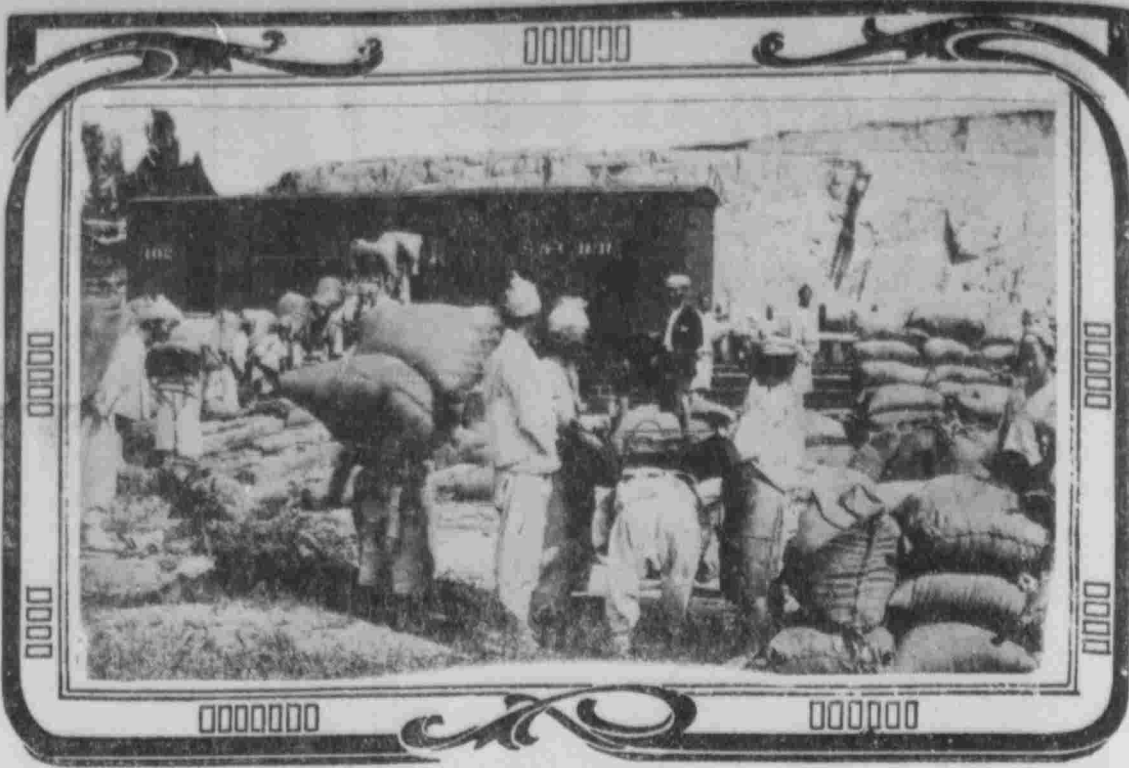


KOREA'S NEW RAILWAYS

TRUNK LINES OF AMERICAN STEEL, BUILT
AND CONTROLLED BY THE JAPANESE.

THE ROAD FROM CHEMULPO TO SEOUL WAS CONDUCTED BY AMERICAN ENGINEERS.

ON the Fast Express From
Tokio to Seoul—The
Road to the Yalu, Which Has
American Locomotives and
Rolling Stock—Engineering
Difficulties—The Line to
Chemulpo and Its Two Thou-
sand Miles—A New Track
To Mukden and One Across
Country to Gensan—Queer
Features of Traveling in Japan
And Korea—Railroad Fares at a
Half a Cent a Mile and Station
Lunches at Seven Cents—Some-
thing About the Dining-Sleep-
ing Cars Which Offer Free
Sleepers to Passengers—At the
Korean Stations—Human
Muscle vs. Steam.



LOADING FREIGHT IN KOREA.

Special Correspondence.

SEOUL, 1909.—When I first visited Korea it took me seven days by steamer to come from Yokohama to Chemulpo and a day more by rail to make my way overland from the seaport to the capital. I have just arrived in Seoul, having covered the same distance in less than two days. Japan has a railroad line which practically reaches from her capital to the capital of Korea. Her imperial railroads now take one in a day from Tokyo to Shimonoseki, where there is a ferry across the Strait of Korea to Fusan. There the new Korean railroad begins and in about 10 hours one is carried in comfortable cars northwest to Seoul. The whole railroad distance is just about as far as from New York to Chicago, and it is now covered by fast express trains.

KOREA'S NEW RAILROAD.

In this letter I write of the new railways of Japan and Korea. The trunk lines of both countries are now under the control of the mikado. They have Japanese officials, conductors and trainmen, and are practically Japanese. All the railroads of Korea belong to the Japanese. The one first built was under a concession granted by the former emperor to an American syndicate headed by James R. Morse, but before it was completed it was turned over to the Japanese, and they have owned it for the past 10 years. This is the short line from Seoul to Chemulpo.

The road from Fusan to Seoul was built by a private company, but the government guaranteed its bonds and controls it. During the war with Russia this line was extended 200 miles northward to the Yalu river, and it now has a branch which connects that terminus with Mukden and the Transiberian system.

Another road has been begun from Seoul to Gensan on the eastern side of the peninsula. This will go right across Korea, connecting the west and east coasts. The construction was started some time ago at each end of the line. About three miles have been built out from Seoul, and also a short strip west

from Gensan. Just now, on account of the hard times, this work has temporarily stopped, but as the commercial prospects brighten it will be taken up again and pushed to its completion. It is expected that the other roads will be relaid with new ties and rails, and that the whole system as far as Mukden will be made first class in every respect. As it is now, the section north of the Yalu is a dinky narrow gauge with cars little better than omnibuses. The track is so poor that the trains do not go at night, and it is currently reported that the trains stop two hours at noon to allow the employees and passengers time for a siesta.

RAILWAY BUILDING IN KOREA.

Railroad building in Korea is far different from the same class of engineering in the United States. In the first place the rights of way offer strange complications. All the way from Fusan to Seoul we passed grave mounds, and the road here and there went through graveyards. The road from Chemulpo to the capital necessitated the removal of more than 2,000 graves, and the city lots of the dead cost more than our city lots of the living. The average grave did not cover more than a square yard, but the railroad company had to pay from \$1 to \$2 each for the cost of removal, and got at the same time the ill will of the families of the deceased. The Koreans have a queer way of planting their graves anywhere. They have few fixed cemeteries, and they select such spots on the sides of the hills as the necromancers tell them are lucky, and there lay away their loved ones. Many families take care of their graves from generation to generation, and they deeply resent any injury to them. It is the same in China, which is without many railroads today largely because of this sentiment.

MADE IN AMERICA.

The road from Seoul to Chemulpo was constructed by Korean labor under American engineers. That from Fusan to Seoul was built by Japanese and Koreans, and the same is true of the road from here to the Yalu. All of these

roads are of the standard American gauge, and nearly all are equipped with American rails of 75 pounds. The railway material imported last year amounted to more than \$2,000,000, and over one-third of this came from the United States. All the roads have American bridges or bridge material. The one on which I crossed the Han river consists of 10 spans of about 230 feet each, and it was made by the Carnegie Steel company. The most of the spikes of the roads north of here came from the Illinois Steel company, and the ties are largely American. On the northern route many of the bridges are of wood, built on piles. They were constructed as a military necessity, and will have to be replaced by better material. The bridges between Seoul and Fusan are of steel. Last year 40 spans of iron girders were imported from our country for the system and more are wanted.

All of these roads are operated with American locomotives. There are now more than 100 in use, the most of them Baldwin, made at the Philadelphia works. There are 40 Baldwin locomotives of 50 tons each on the line between Seoul and Fusan, and some of the cars came from the United States. The rolling stock now employed here is more than half American, and it includes 107 locomotives, 30 passenger cars and something like 600 freight cars.

PASSING OF THE NARROW GAUGE.

The Japanese find our standard gauge far better for their traffic than the narrow gauge, which now prevails throughout Japan proper. There are over 5,000 miles of narrow gauge railroads in the island empire of the mikado, and they are by no means sufficient to carry the traffic. In an interview which I had with Baron Goto, the minister of communications, he told me that the roads would have to be standardized, and that eventually they would have the same gauge as ours. The government is very anxious to do away with the had strip between the Yalu and Mukden so that through sleeping cars can go from Fusan to Moscow, St. Petersburg and Paris. Such cars would travel 600 miles over the Korean peninsula, and hundreds of miles further before they reached Russian territory. As it is now, the accommodations are so bad from Korea to the Transiberian system that passengers come down to Peking and there take ship for Japan; or go out to Vladivostok and get steamers there which, in the course of a few days, land them at Nagasaki. With the new road there will be only the ferry at the Korean straits to cross, and this is done in a night with no more trouble than the voyage from Boston to New York or from Buenos Aires to Montevideo. In coming here by train, I reached Shimonoseki at 8 o'clock in the evening. By daybreak the next morning we were in sight of the thirty mountains of Korea, and an hour or so later were landed on the pier of Fusan.

CHEAP RAILROAD FARES.

The railroad fares in this part of the world are lower than ours. On all trains here are first, second and third class cars, and the rates are under 2 cents per mile. Over here in Korea, a frontier country just opening up for trade, the third class fares are far below those of our immigrant traffic. Up to 50 miles such passengers pay 1 cent a mile and from that distance to 100 miles one-quarter of a cent less. The rate for a trip of from 100 to 200 miles is only 1 cent, and for one of 300 miles or more only half a cent per mile. At these rates one could go from New York to Chicago for less than \$5. Commutation tickets are issued for parties, and 20 or more are taken at 50 per cent under the regular rates, while a round-trip ticket cuts down one's fare just one-fifth.

In coming from Kobe to Shimonoseki I rode on what might be called the Japanese limited express. The distance was 22 miles and I had a sleeper, although it was in the daytime. The extra rate charged for the fast train and the superior accommodations was 75 cents, or just what one pays for a seat in a chair car from Washington to Philadelphia, which is only a little more than one-third the distance.

STATION LUNCHES AND THE DINING CARS.

The eating is very cheap on all the Japanese roads. This is so for both natives and foreigners, and especially the former. In Japan peddlers come to the cars at every stop with hot tea and cold lunches. The usual type for the latter is 75 cents, and for the tea, including the earthenware pot and the cup which goes with it, only 2 cents of our money. The tea is served fresh, the green leaves being dropped into the pot and the hot water poured on while you look. It is then covered and the cup turned upside down on the top. You can take it into the car with you and carry it and all home if you like. The 7-cent lunches are put up in little pine boxes, an inch thick, four inches wide and six inches long. Two of such boxes contain one lunch. The upper one has several slices of conical, some vegetables and seaweed dried and cooked. On the top are chop sticks made of fresh pine wood and in such a way that you have to split them apart before you use them, thus proving that they have not been left over from some previous meal. In the lower box there is about a pint of the whitest Japanese rice, well steamed but served cold. The customers eat this as bread, shoveling it into their mouths with the sticks. As to the dining-car meals, they are all foreign style, with plates, knives and forks and the usual accompaniments of an American dinner. I have before me the menu which was served in a car on my way from Fusan to Seoul. You can compare the prices with those of our American res-

taurants or of our cars at home. Soup costs 5 cents, a good slice of fried fish 10 cents, or for the same money you can have an omelet, a dish of curry and rice or a meat croquette. An ordinary beefsteak on an American liner costs from 80 cents to \$1.25. The price of a steak here is 10 cents and of roast beef 9 cents. Roast chicken costs 10 cents and a slice of ham with salad 19 cents. The portions sold are much less in size than ours, but the steak and fish, and indeed almost all of the eatables, are delicious. There is an extra charge for bread and butter, but this only 2 1/2 cents, and tea and coffee cost the same. The price of cake is 2 1/2 cents and fruit may be ordered for 15 cents apiece. The same price list prevails in Japan and the same menu is used on the first class diners of that country. One can also have meals table d'hôte, a breakfast of three courses with dessert and tea or coffee costing 35 cents, a luncheon of four courses 40 cents and a dinner of five courses 50 cents.

FREE SLIPPERS FOR PASSENGERS.

On the fast express trains of Korea and Japan a pair of slippers is furnished each first class passenger for use during the trip. The porter takes one's shoes and blacks them, whether he rides overnight or not, and is well satisfied if he gets a 10-cent fee upon leaving. The porters are Japanese boys in blue uniforms and red caps. Their coats are decorated with silver buttons, and both body and clothes are as clean as a pin. They are very polite and keep the cars free from dust, rubbing off the furniture at every few stations.

At all the Japanese railroad depots there are porters in red caps and blue clothes ready to buy one's ticket, carry the baggage and show him into the cars. A fee of 5 cents is always satisfactory. Jinrikishas for the various hotels can be had at the stations at from 3 to 12 cents a trip, and the rates for baggage are low.

SECOND AND THIRD CLASS PASSENGERS.

The second class cars of both Korea and Japan are about as comfortable as the first. Those of Japan are not unlike our street cars in shape, with long benches running under the windows the full length of the cars and an aisle in the middle. These benches are cushioned just as our cars at home, and are comfortable in that one can stretch himself out at full length when there are but few other passengers.

The first class cars are patronized chiefly by foreigners and high officials and the second class by well-to-do Japanese. I often go second class, and find it quite comfortable. Fellow passengers usually take off their shoes or shed their sandals and sit on their heels on the seats.

The third-class cars are exceedingly rough. They have wooden benches and are used only by the poorer classes, most of whom are dressed in native costumes. In the Korean cars the men wear tall black horse hair hats and long gowns of white or pink, which reach to their feet. They have full white trousers tied in at the ankles, and stockings of wadded cotton a half an inch thick. Their shoes are low and heavy and often hob-naled. There are also women dressed in white with green capes over their heads, and porters who look dirty enough as they take the luxury of a ride from one station to another. There are gayly dressed boys who wear gowns of bright colors and part their hair in the middle and plait it in one long braid down their backs. There are Japanese of the lower classes in kimono, and many Japanese private soldiers on their way from post to post. There are Buddhist priests and pilgrims who travel third class both here and in Japan, and altogether a fair sample of every type of the common people of both principalities.

AT THE KOREAN STATIONS.

The new stations on the Korean railroads are well built. The roadway is graded so that it is level with the cars, and it is separated from the tracks by stone facades. There are military guards at every depot, and the Japanese and Korean flags are often crossed over the entrances. This is especially so when the army officers go over the road. The train which

brought me to Seoul had several compartments for private use. Delegations of Japanese and Koreans came down to meet us and refreshments were served to the common soldiers at many of the stops. At Taiku, a city of 50,000, and at one or two other large stations the Japanese school children came en masse, to pay their respects to the troops, and they marched up and down, drilled by their teachers, crying: "Banzai!" or "May you live 10,000 years!" At the same time, the masses of the Koreans were separated from the station platforms by fences and could only look through the slats.

The road from Seoul to Fusan is well built. It crosses several ranges of mountains and has one tunnel 4,000 feet long. There are about 50 stations along the line, the average distance between them being less than six miles. I understand that the Koreans are using the road more and more, and that the freight is steadily increasing. This is so on the road north of Seoul and also on the line to Chemulpo, which is now yielding a profit.

MAN VS. STEAM.

Both here and in Japan the railroads have a big competition with the

man muscle. All along the way from Tokyo to Shimonoseki I saw men, women and boys hauling great loads in carts from town to town. They were harnessed up like horses and their bent half crouches as they pulled their vehicles onward. There were carts drawn by bulls or bullocks, and not a few by stocky ponies. I saw an old man and a young woman, the latter with a baby on her back dragging a load of wood, and nussed hundreds of women carrying great burdens. I am told that six or seven hundred pounds is an average cartload for two persons and that 12 miles is a fair day's march. Bullock carts are usually drawn by only one animal, and horse carts likewise. In such cases the driver walks by the animal's head, instead of sitting on the load, as our people do. The freight bullocks and horses are shod with straw, and in the interior these straw shoes cost about 1 cent apiece.

KOREAN TRANSPORTATION.

Here in Korea, where the railroads are only a few years old, the transportation methods are even more crude. For thousands of years these people have carried all their goods from place to place, on the backs of men or pack animals, and they do so today. There are bullock carts in the

cities, but the country roads are little more than bridle paths, and about everything is packed from one place to another. The porters have a peculiar trade, and they have one of the strongest guilds or unions of the country. They carry their loads on a framework made of forked sticks which is fastened to the back in such a way that the burden sometimes above the head. This frame is called "the jiggy" and it is in common use all over Korea.

I found jiggy men at the wharf a Fusan ready to take my trunk as their backs. They rested their heads on the ground, propping each with a forked stick while they put on a load. They then knelt down and thrust their arms through the padded loops which fastened them to their shoulders, and rose, carrying its weights with them. I am told that the average porter can get up with 200 or 300 pounds on his back, and that he can carry 500 pounds at a pinch. The average load for a long journey is 100 pounds and a port with takes that weight 30 miles a day and not klick. A great deal of good is carried on pack ponies and not a little on the backs of bulls which are trained for the purpose. Such bulls are shod with iron, and they are a common sight everywhere.

FRANK G. CARPENTER.

What Joy They Bring
To Every Home

as with joyous hearts and smiling faces they romp and play—when in health—and how conducive to health the games in which they indulge, the outdoor life they enjoy, the cleanly, regular habits they should be taught to form and the wholesome diet of which they should partake. How tenderly their health should be preserved, not by constant medication, but by careful avoidance of every medicine of an injurious or objectionable nature, and if at any time a remedial agent is required, to assist nature, only those of known excellence should be used; remedies which are pure and wholesome and truly beneficial in effect, like the pleasant laxative remedy, Syrup of Figs and Elixir of Senna, manufactured by the California Fig Syrup Co. Syrup of Figs and Elixir of Senna has come into general favor in many millions of well informed families, whose estimate of its quality and excellence is based upon personal knowledge and use.

Syrup of Figs and Elixir of Senna has also met with the approval of physicians generally, because they know it is wholesome, simple and gentle in its action. We inform all reputable physicians as to the medicinal principles of Syrup of Figs and Elixir of Senna, obtained by an original method, from certain plants known to them to act most beneficially, and presented in an agreeable syrup in which the wholesome Californian figs are used to promote the pleasant taste; therefore it is not a secret remedy, and hence we are free to refer to all well informed physicians, who do not approve of patent medicines and never favor indiscriminate self-medication.

Please to remember and teach your children also that the genuine Syrup of Figs and Elixir of Senna always has the full name of the Company—California Fig Syrup Co.—plainly printed on the front of every package and that it is for sale in bottles of one size only. If any dealer offers any other than the regular Fifty cent size, or having printed thereon the name of any other company, do not accept it. If you fail to get the genuine you will not get its beneficial effects. Every family should always have a bottle on hand, as it is equally beneficial for the parents and the children, whenever a laxative remedy is required.

Don't Forget!

Three Times a Day

As a gentle, non-intoxicating, tonic medicine, every tired woman should take a spoonful of Cardui, three times a day.

Cardui will help you to get back your strength, by increasing your appetite, toning up your nerves, regulating the proper working of your womanly organs, and building up the natural, resisting power of your tissues, against fatigue and disease.

The details of how it does this, it is not necessary to explain. The thing to remember is, that it obtains its results, by acting upon the female constitution, being a medicine for women and not

by any manner of means for men.

Take Cardui then, ladies, for it will surely help you, as it has helped a million others, in the past 50 years.

Mrs. Fannie Ellis, of Foster, Ark., writes: "I was sick for seven (7) years, with female trouble. Every month, I would very nearly die, with my head and back. Half the time, I could not stand on my feet, without great pain. I took 12 bottles of Cardui and was cured, fat, healthy and stout. Cardui is a God-send to suffering women." Try it. Sold everywhere.



Take CARDUI

Have
You
Tried?

Lydia E. Pinkham's Vegetable Compound? We can furnish positive proof that it has made many remarkable cures after all other means had failed.

Women who are suffering with some form of female illness should consider this.

As such evidence read these two unsolicited testimonial letters. We guarantee they are genuine and honest statements of facts.

Gardiner, Maine.—"I was a great sufferer from a female disease and weakness. The doctor said I would have to go to the hospital for an operation but I could not bear to think of it. Lydia E. Pinkham's Vegetable Compound completely cured me in three months."—Mrs. S. A. Williams, R.F.D. No. 14, Box 39, Gardiner, Me.

So. West Harbor, Me.—"I suffered for years with painful periods, backache, headaches, nervousness, irregularities and inflammation. I consulted two physicians and one advised me to have an operation.

"I was completely discouraged when I decided to try Lydia E. Pinkham's Vegetable Compound, and it has made me a well woman. I advise all suffering women to take Lydia E. Pinkham's Vegetable Compound."—Mrs. Lillian Robbins, South West Harbor, Me.

Evidence like the above is abundant showing that the derangements of the female organism which breed all kinds of miserable feelings and which ordinary practice does not cure, are the very disorders that give way to Lydia E. Pinkham's Vegetable Compound.

Women who are afflicted with similar troubles, after reading two such letters as the above, should be encouraged to try this wonderfully helpful remedy.

For 30 years Lydia E. Pinkham's Vegetable Compound has been the standard remedy for female ills. No sick woman does justice to herself who will not try this famous medicine. Made exclusively from roots and herbs, and has thousands of cures to its credit.

Mrs. Pinkham invites all sick women to write her for advice. She has guided thousands to health free of charge. Address Mrs. Pinkham, Lynn, Mass.

