

THE AWAKENING OF ASIA

FRANK G. CARPENTER WRITES OF HIS
NEW EXPEDITION TO KOREA, CHINA,
MANCHURIA AND JAPAN.



TOKIO, Japan.—This is the first letter of a series I have crossed the Pacific to write on the awakening of Asia. My editors have given me one of the biggest journalistic assignments of the century. They have directed me to explore a continent and to chronicle the mighty movements which are going on in it. The chief news center of the world today is on the opposite side of the globe. This, the dearest part of old Mother Earth, has sprung into life, and Asia is about to take the place in our civilization to which its numbers and resources entitle it. About two-thirds of the human race live in this oldest of the continents. The whole world contains about 16 hundred millions and of these Asia has more than nine hundred. There are 400,000,000 Chinese in the Celestial empire without including Mongolia and its other dependencies. The peninsula of Hindustan contains about 300,000,000, and Japan is fast approximating the fifty-million mark. These people own about one-third of all the land on the earth's surface. Their soil is the most fertile, their undeveloped mines the greatest in quality and their industry superior to that of any other branch of the human race. It is a question whether they are not our equals in intellect as well, and whether, aided by the machinery of our civilization, they cannot outstrip us in the race of individual and national life.

Arms when they were young men of 20, and then in their later books take up their adventures at the ages of 40 or more. I first came to Asia in 1888, 20 years ago, to write up the new Japan, and I then went on to China and India, continuing my trip around the globe. In 1894, I came again to chronicle the progressive movements in China, and got out of that country on the heels of the Japanese war. I then crossed Korea, using a bull to pack my baggage over a route which is soon to be traversed by a railroad, and my journey from Tientsin to Peking had to be made in a rude Chinese cart. This time I shall take that trip in a first-class railway car.

In 1900, I again came to Asia and traveled through interior China at the time of the Boxer rebellion. I visited Japan and the Philippines and wrote also of the changes going on in Korea and other countries. During every one of these trips I have seen a great march along the lines of our western civilization, and this march is now more rapid than ever.

THE OUTLOOK IN JAPAN.
Let me give you a bird's-eye view of some of the things that are going on in Japan. This country has now one of the biggest armies and navies on the face of the globe. When it closed its war in Manchuria it brought home one million soldiers. It has something like four millions who could now be drafted into service and there are over four hundred thousand men under arms. It has almost as many officers in its army as we have soldiers in ours.

As to Japan's navy, this has been enormously increased since the war. The country got eight battleships from Russia and it is now building two gunboats of the Dreadnought type. It has recently added 30 torpedo destroyers, and its gunboats and ships are constantly busy. Not long since Japan bought rifle barrels of the United States to the number of three-quarters of a million, and she has just purchased 2,000 gun forgings of Krupp. I expect to look into army and navy matters and to describe the conditions.

A LIVE COMMERCIAL NATION.
Another interesting subject of investigation will be Japan's commercial invasion of Asia. This country is rapidly gobbling the trade of the Orient. Its foreign commerce last year was more than four hundred million yen, and of this about one-third was with the United States. Japan has now practically monopolized the trade of Korea, and it is reaching out for that of Manchuria and China. It is subsidizing its steamship lines and making plans for a great commercial empire, after the opening of the Panama canal. It already has more boats on the Pacific ocean than almost any other nation. It has big ocean liners to San Francisco and Seattle, vessels which go regularly to South America and others which ply between the Philippines, Australia, Siberia and India. Its merchant navy now comprises 1,700 steamers, 4,000 sailing vessels, and 20,000 native craft.

I want to write of Japan's new industries and show you how the country is manufacturing for the Chinese market. When I was here in 1888 almost everything was made by hand. Now thousands of manufactures are turned out by machinery. Great cotton mills have been erected, which are competing with us in China and Manchuria. Japanese matches are sold all over the east, and its rugs and matting carpet the globe. The silk mills are increasing and all

sorts of factories are springing up. When I came to Korea in 1888 there was not a lighthouse along the whole length of its rocky coast, and I had to travel in a small steamer clear around to the western side of the peninsula, whence I made my way in chairs over the hills to the capital. Today I shall be ferried across the Japan straits to Fusan, going to bed at night in the "Land of the Rising Sun," and waking up in the "Land of the Morning Sun." I shall get a railroad at Fusan, that will take me to the very top of Korea, a distance as great as from New York to Cleveland, and thence shall travel by rail on through Manchuria.

I want to tell you how Korea is being opened up by railways. The trunk lines are of American steel and they are using American rolling stock. I shall visit the big Korean cities, including Sogdo, Peking, Aikou and Seoul. At Seoul I hope to meet the old emperor, who was deposed, and his son, who is now on the throne. I had audiences with both when I visited the country just before the war between China and Japan.

I am told that Korea is now one of the most rapidly changing parts of Asia. The Japanese have taken possession of it and are introducing our civilization. They are planning new schools and are reorganizing the courts. It is claimed by some that they are oppressing the people and are cheating them out of their lands and money. It is charged that they force the natives to work at the point of the revolver, and that nude Japanese rush into the Korean women's quarters, in order to make their husbands leave the houses and sell their property.

Another interesting subject of my investigation will be the Association of

READERS IN LONDON
WOULD CENSOR BOOKS
A literary censorship is proposed in England, but not by the press, the politicians or the high officials of the government. We find the suggestion in a London weekly, and it comes from a correspondent who signs himself "A Bookman." But though he is obscure and without a name and unable to accomplish his purpose, what he says is interesting. He urges that bad books, the "Misses Quikly's" books, are insidiously incitements to evil, that they masquerade under the guise of "art," that they encourage a vice that is more deleterious than drunkenness and gambling.

A MIGHTY Revolution Which Affects the Whole World—China's Boy Soldiers and Its New Army—The Mighty Forces of Japan—India on the Verge of Trouble—What Japan is Doing—China to Wipe Out Opium and Foot Binding—Its New Schools and Mines—Manchuria in 1909 and How the Japanese Are Exploiting It—The New Korea and Its Bands of Patriotic Assassins, Etc.

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SARDOU AS VIEWED
BY STUART HENRY
Sardou was one of the very few international Frenchmen. He was a cosmopolitan. He somehow belonged to the imperial reign—the second empire. He had an ambitious outlook toward the outer and greater world, like the Napoleons. Magnificent size, vast trappings, the power and grandeur which dazzle and win the common multitude, the globe together with its ever-sounding emptiness—this was re-created, re-echoed, in the showy productions of the later Sardou. He anticipated the third republic and was not of it strictly or with it.

It was a fine treat to see him sweeping down his study, thundering against the modern regime—je vais les enlever vous allez voir! He was a militant general, a grand agitator, a vehement partisan. He was nevertheless the variety of bourgeois who always look back to Louis Philippe.

"All that is needed is a leader. O, if Boulanger had been a little—just a little—more serious, he could have ridden from the Cafe Durand to the Elysee, and everybody would have cried—Vive la France! I am for the bourgeois. Let them rule. Louis Philippe—he was all right. The aristocracy reigned under the ancient regime, the people reigned in the Revolution—not it's the turn of the middle class. They are the backbone—the reserved force of the nation. They always pull France out of her disasters."

Assassins, which is pledged to drive the Japanese out of the country. The members of this are to be found everywhere. They wait in ambush with their guns to pot such Japanese as get away from the rest of their fellows. They have killed many stray soldiers, and some of our missionaries have had narrow escapes. I have been warned not to wear khaki clothes during my travels, as such colored clothes are worn by the Japanese soldiers. It was these assassins who killed Durham White Stevens in San Francisco.

THE NEW WORLD OF MANCHURIA
Leaving Korea, I shall cross over into Manchuria and describe the changes going on there. That country is ten times as big as Ohio and its population is one-fourth that of the United States. It is twice as large as Japan and the Japanese are colonizing it. There are now 4,000 of them in Mukden, 8,000 in Antung, 10,000 in Daini and 12,000 in Newchwang. They are swarming over the country and gobbling up everything in the way of mines.

I expect to visit Mukden and to spend some time at that capital. This is a walled city of 200,000 Chinese and Tartars, and it is a military and business center. It has 20,000 yellow Mohammedans. I shall visit their mosques and shall describe the other queer regions. Mukden is the chief fur market of Asia, and it has farms

RAILROADS IN INDIA
NEED AMERICAN BRAINS
An investigation of the A B C system of train dispatching, invented by Supt. A. Beamer of the Idaho division of the Northern Pacific, was made last week by Capt. H. F. E. Freeland of the royal engineers, one of the officers of the Indian government who have supervision of the railroad system there.

He carries credentials from Lord Minto, viceroy of India, asking the railroads of this country to give him their aid in his study of train signaling and dispatching in this country. Telling of his investigation, Capt. Freeland said: "In India we already have the block system of operation, but the system differs from that here in that we do not have the dispatcher watching over the whole division. Each block is complete in itself and the trains are run with absolute dependence on the time card."

where dogs are raised for their skins. Manchuria's new railways will form the subject of another letter. I expect to go over the whole system, and to travel by rail to the Chinese wall and thence on to Peking. The roads are equipped with Baldwin locomotives and with American steel rails. Those of southern Manchuria are in the hands of the Japanese, and by them I shall go to Daini and Port Arthur.

We are now shipping a vast quantity of flour into north China and Manchuria. Nevertheless that country has wheat soil as good as that of our Red River valley, and the people are building flour mills to grind the grain raised there. The Japanese are putting up mills north of Mukden, and the mills at Harbin turn out enough flour every twenty-four hours to make a loaf of bread for every soul in Chicago. The output is about two million pounds per day. The Liao valley now produces ten million dollars' worth of grain annually, and this is just the beginning.

THE MANCHURIAN BRIGADES.
During my ride on the railroads to China I am told that I will be in danger from the Houghshu. This is an organization of outlaws who live in the mountains and prey upon the people. They have their secret agents in every town and demand toll of the villages. There are guards at the railroad stations to protect the passengers. It is said that they are especially bad on the borders of China and I am warned that I shall have to watch out at Shan-Hai-Kwan.

THE YELLOW GIANT.
From Manchuria I shall go into China, where are now the greatest changes of all Asia. The whole nation is in a turmoil, and innovations of every sort are being introduced.

Among the striking things advocated and insisted are the wiping out of the opium evil and the doing away with foot-binding. It is even proposed to tax all women who have small feet, and the late empress dowager sent out an edict that those who enter the new schools for girls must come with their feet unbound.

hundreds of millions will be required before the reorganization is completed. The great Viceroy Chang-Chi-Tung is at the head of this movement. The new schools are to be modeled after ours and are to teach the western sciences. Certain Americans at Shanghai are now organizing publishing houses to supply the book demand. New colleges are also projected, and a great educational reform is under way.

An interesting feature of this branch of the movement is the schools for girls. The late empress dowager founded one in Peking, for noblemen's daughters, and there is another for princesses. There are also kindergartens. The missionaries are doing much work along these lines.

CHINA'S NEW ARMY.
The Chinese are preparing to have a great army, and they are hiring the Germans and the Japanese to drill their troops. All the new schools are to have military exercises and it is thought that every boy will soon be forced to serve in the army. There are now 200,000 soldiers who are more or less trained, and when the present arrangements have been completed and are in full force China will be on the way to an army numbering 1,500,000.

The Chinese have been establishing gun works. They have such now at Shanghai, Nanking and Hankow. They are making Mauser rifles, smokeless cartridges and big guns.

THOUSANDS OF MILES OF NEW RAILWAYS.
I expect to travel over the new railways which have been built in China during the past few years. There are several thousand miles in operation, and 2,000 miles are projected. One can now go from Hankow to Paris by railroad. I shall enter the empire from Manchuria by the northern system and stop at Tientsin on my way to Peking. From there I shall go south to Hankow by train and then by boat, down the Yangtze to Nanking, where I shall get another railroad which will take me to Shanghai. I shall tell you of the railroads that the Germans have built in Shantung; and may go over them to the birthplace and tomb of Confucius. The American line which Calvin Hulse, Pierpont Morgan and others were to build from Canton to the Yangtze, has now been taken over by the Chinese. I shall tell what they are doing upon it and show how Pierpont Morgan made 300 per cent from his investment in that road.

CHINA'S NEW MINES AND FACTORIES.
In connection with the railroads I shall describe the new mines and factories which have been recently built in many parts of the empire. There are great cotton and silk mills in Shanghai and Szechow and there are 19 new cotton mills in other cities with something like a half million spindles. Away up the Yangtze at Hangyung there are iron works which are making steel rails, and which have been shipping iron to Japan and the United States. Nearly are coal mines, connected with the works by railroad, and all the surroundings needed for a great industrial center. Manufacturing plants are also being started in other coal regions and the mineral wealth of the country is being prospected. In fact, the whole empire is undergoing a material and intellectual revolution, so that, as I said, it is practically a new world. Mentioning of what this world is I hope to show in my letters.

FRANK G. CARPENTER.