

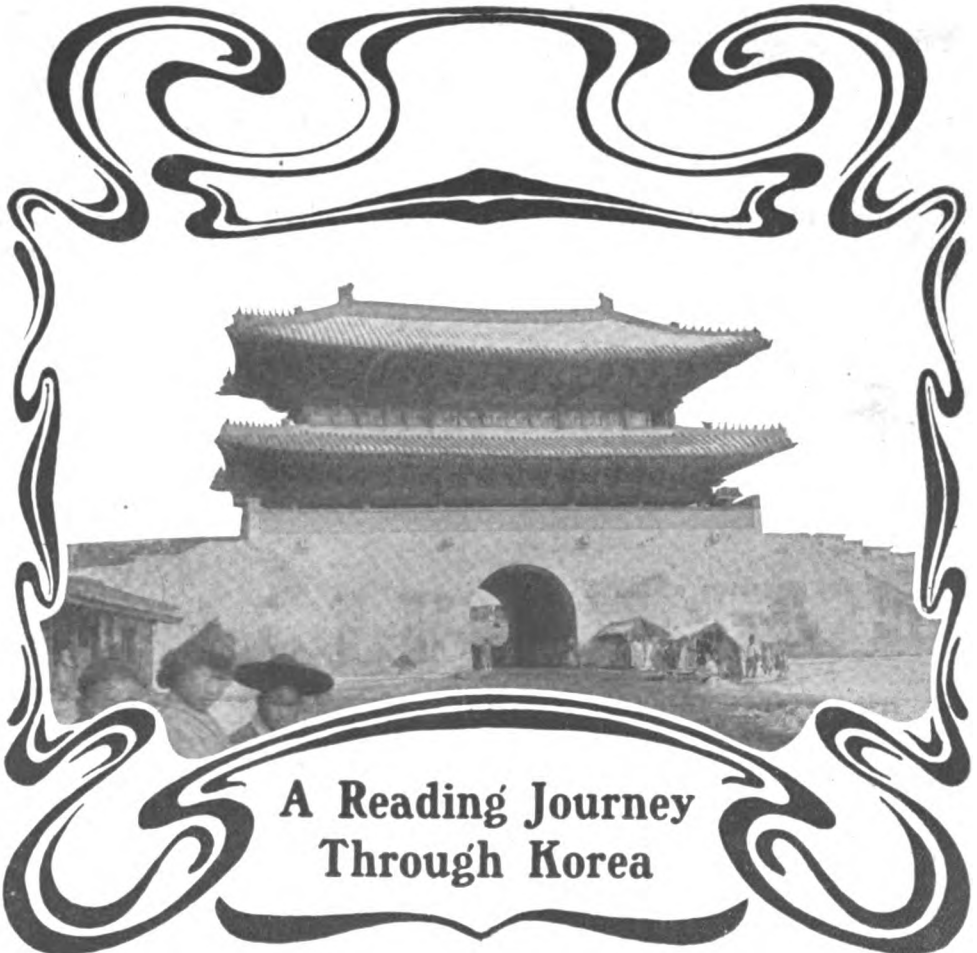
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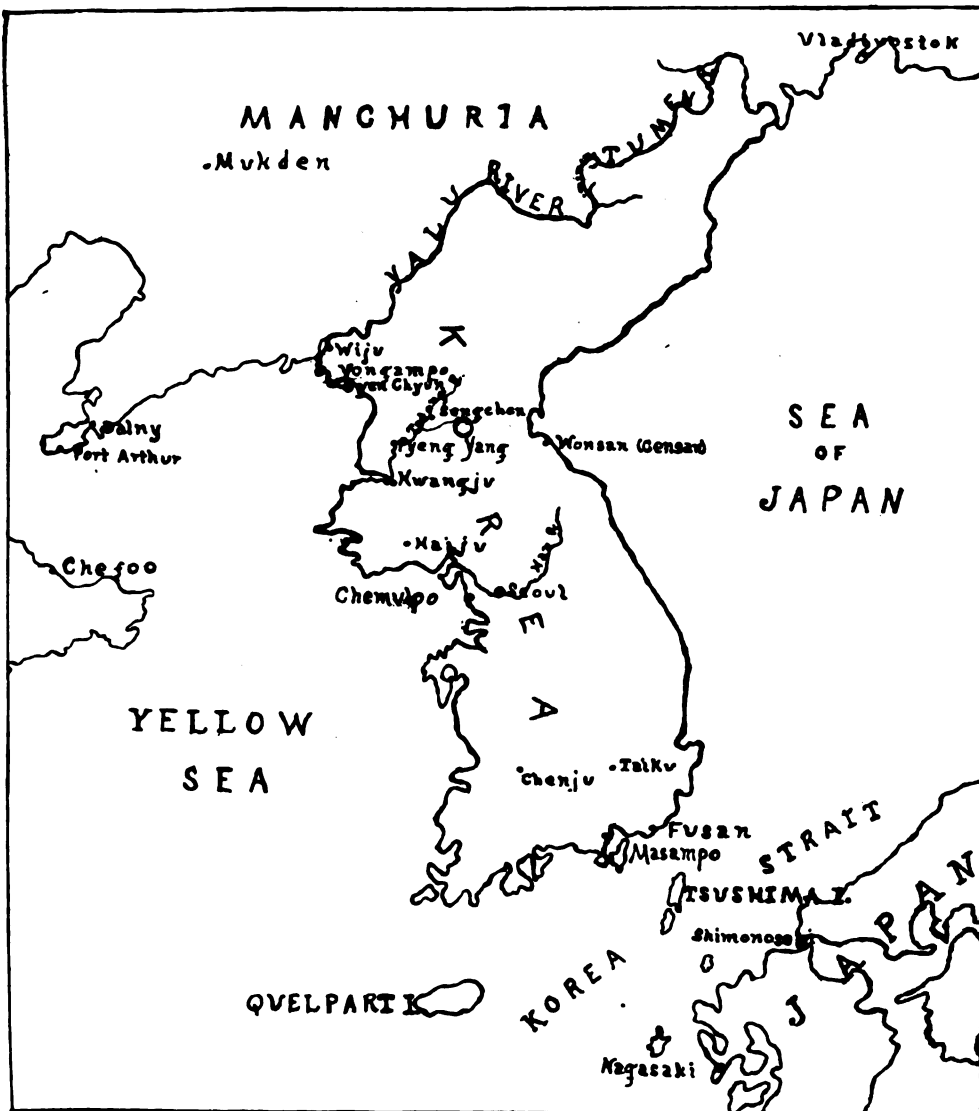
CHAUTAUQUAN



*A Magazine of
Things Worth While*



A Reading Journey
Through Korea



SKETCH MAP FOR "A READING JOURNEY THROUGH KOREA"

Suggesting outline which readers may sketch for themselves from standard maps of Korea, in more or less detail, as they prefer, in order to fix geographical points in mind.

A Reading Journey Through Korea

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THE tide of the world's travel has hardly touched Korea and yet the land of the Morning Calm is so near the great thoroughfares that it is easily reached. The increasing importance of Korea as the prize of war between Russia and Japan and the key to the mastery of the North Pacific is leading many to think of the question of access.

The American traveler for Korea can sail from New York, but it is not wise for him to do so unless he wishes to visit Europe and India en route and has plenty of time and ample funds, for the journey is long and expensive. But if one has leisure and money this route is very pleasant and profitable. In London, Hamburg, or Bremen, he may take a large and splendidly equipped steamer direct for Hong Kong, China, or he may cross Europe to almost any port on the Mediterranean from Marseilles on the west to Constantinople on the lovely Bosphorus, whence steamers will take him past world-famous historical cities to Port Said at the entrance of the Suez Canal. Here he will meet the through British, German, and French steamers for the farther East. He can leave the steamer at Bombay and traverse India by rail to Calcutta or he can continue his journey by the Indian Ocean around the mighty peninsula to Ceylon, thence across to Singapore and up the China Coast, past Saigon, Hong Kong, Shanghai, and Tsing-tau, to Chefoo from which it is only an eighteen-hour ride across the Yellow Sea to Chemulpo, Korea. A first-class ticket by this route from New York to Chemulpo costs \$431.25. The traveler who wishes to economize can journey with reasonable comfort second-class as far as

Shanghai, and by doing so will reduce the cost to \$284.85. Of course the expense of stops en route will be additional.

The usual route to Korea is the shorter and less expensive one from the Pacific Coast. The traveler has the choice of steamship lines from Vancouver, Seattle, and San Francisco. From the two former cities, the steamers run direct to Yokohama, Japan, usually taking a course so far northward on the Great Circle Track that it is not uncommon to sight the Aleutian Islands off the southwest coast of Alaska. Owing to the spherical form of the earth, this northerly course really shortens the trip, the distance from Vancouver to Yokohama being but 4,260 miles as compared with 4,791 straight across from San Francisco. In summer these northern lines are cooler and more comfortable, and the time is usually fourteen days. But in winter the weather is cold and often stormy. Most of the San Francisco steamers usually run so far south as to prolong the journey to 5,534 miles and eighteen days. The compensations, however, if one is not in a hurry, are summer skies and in particular a stop of twenty-four hours at Honolulu.

Still by any route, rough seas may ordinarily be expected for at least a part of the way, for the Pacific often belies its peaceable name. Fortunately the steamers are now excellent. A few of them indeed are among the largest and steadiest in the world, having a gross tonnage of 20,000 or even more and furnished with every modern convenience.

The traveler need not leave the steamer till it reaches Nagasaki at the extreme southwest point of Japan. The advan-

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tage of this is that one can thus not only see Yokohama, Kobe, and Shimonoseki, at each of which the steamers stop from several hours to a day, but he can go through the famous Inland Sea of Japan, one of the most exquisitely beautiful bodies of water in the world. For the greater part of its length of 240 miles, the sea is studded with the islands of a magnificent archipelago, some mere barren rocks, others of considerable size clothed with rich vegetation and highly cultivated fields which are occasionally terraced with almost incredible labor up hillsides which rise almost from the water's edge, while towering magnificently above all are noble mountains.

Many travelers plan and prefer to break the journey at Yokohama by taking the train to Tokyo, the capital of Japan, which is only eighteen miles distant, and, after an interesting visit in that largest city of Asia, to take another train through the country, visiting Nagoya with its ancient castle and celebrated porcelain factories, Kyoto the former capital, Osaka the great manufacturing city, seeing scores of other cities and villages, and getting many glimpses of the rural life of Japan, to Shimonoseki or Nagasaki. From either of these ports comparatively small Japanese steamers cross the Korea Strait to Fusan, Korea, in about a dozen hours. We took the Royal Mail steamer from Nagasaki and found it rather cramped after the big trans-Pacific liners but nevertheless clean and comfortable.

By this route, the price of a first-class ticket from New York to Fusan is \$297.70. There is an intermediate or second-class passage on some of the newer and larger steamers at little more than half of this rate, but it is not equal to the second-class on the best Atlantic steamers and it is doubtful wisdom to attempt anything but a first-class passage unless the most rigid economy is absolutely necessary.

The distances and the time by the eastern and western routes are approximately as follows:

	Miles	Days
New York to Southampton.....	3,086	7
Southampton to Port Said.....	3,215	12
Port Said to Bombay.....	3,059	10
Bombay to Colombo.....	875	4
Colombo to Singapore.....	1,673	7
Singapore to Hong Kong.....	1,440	5
Hong Kong to Shanghai.....	853	4
Shanghai to Chefoo.....	487	2
Chefoo to Chemulpo.....	270	1
Total	14,958	52
New York to San Francisco.....	3,270	5
San Francisco to Honolulu.....	2,089	6
Honolulu to Yokohama.....	3,445	11
Yokohama to Kobe (by sea).....	348	1
Kobe to Nagasaki.....	389	2
Nagasaki to Fusan.....	120	1
Total	9,661	26*

The prudent traveler, however, even if he wishes to go straight through, will allow at least an additional week for inevitable delays at points of embarkation and for steamer stops at ports of call. In estimating the amount of money that will be needed, it is well to make a liberal allowance for all the incidental expenses that can be thought of in advance and then double it. Carry funds in the form of letters of credit issued by a reliable banker.

As for clothing, if the traveler goes by the western route, he will require about the same kind that he would wear for the corresponding season at home, since climatic conditions are not essentially different save for a few warmer days in the region of the Hawaiian Islands. If the eastern route is chosen, a larger supply of light clothing will be needed for the hot passage through the Red Sea and the Indian Ocean. In either case, the inexperienced traveler is more apt to take too much than too little. It is very unwise to cumber oneself with a lot of heavy baggage. A steamer trunk and a suit case will hold all that is really needed. Sensible people, however wealthy, dress modestly when traveling.

*Revised by the Raymond and Whitcomb Company.

Korea projects from the northeastern part of the continent of Asia in some such way as Florida projects from the southern part of the United States, though Korea is considerably larger than Florida. The whole peninsula has never been accurately surveyed and estimates of its area vary from 82,000 to 92,000 square miles.* It is therefore nearly as large as the states of New York and Pennsylvania combined. It is a small country as compared with the mighty empire of China which it adjoins, and yet it is of no inconsiderable size, having a length of 660 miles and a width of about 150 miles.

The coast line is irregular and varies greatly in configuration. On the eastern side it is rather precipitous and with a comparatively small tide, only about two feet. The west coast slopes more gradually and the tide is very high, sometimes as much as thirty-eight feet. The whole extent of coast line is about 1,740 miles. There are several excellent harbors, chief among which are Wonsan (sometimes spelled Gensan) on the northeast coast, Masampo and Fusan at the southern end of the peninsula, and Chemulpo, Chinampo, and Yongampo on the west coast, though not all of these harbors are of equal excellence, some being more or less exposed when the wind is in certain directions. Off the southwestern coast are a great many islands, and the channel between them is in some places so tortuous and the rocks themselves are so inadequately charted that navigation in heavy weather is often rather hazardous.

Lying between the thirty-fourth and forty-third parallels of latitude, the climate is that of the north temperate zone. The southern end of the peninsula is in the latitude of Maryland and the northern end in the latitude of Massachusetts, and the climate in general is not unlike that of the corresponding portion of the United States. A range of mountains

runs irregularly the entire length of the peninsula with outflanking ridges of varying height. The mountain range is not a lofty one, few peaks reaching an altitude of 5,000 feet. In the north, however, Mt. Paik-to-san (Ever White Head peak) towers to a height of 8,000 feet. It is, therefore, a famous mountain in Korea and is regarded with special reverence as sacred. It is an extinct volcano, and the crater is filled with water, forming a lake of great beauty and of unknown depth. Famous also are the Diamond Mountains in the province of Kang-wen, which Mrs. Isabella Bird Bishop so charmingly described in her book, "Korea and Her Neighbors."

The general surface of the country, therefore, save in a few places is much diversified. Korea is a land of mountains and valleys and streams, though there are very few important rivers. The Noc-tong River in the southern part of the country, the Han River in the central part, the Ta-tong in the northern, the Tumen on the northeastern Manchurian frontier, and the Yalu on the northwestern are the chief streams. The soil of the valleys is often rich and is capable of producing large crops. Rice and beans, being the staple food of the Koreans, are grown almost everywhere, and as the former requires land that can be flooded, the most highly cultivated areas are usually those in the lower parts of the valleys. The thrift of the Japanese or the Chinese or the pressure of a larger population could easily bring under cultivation the hillsides and many large areas which now lie idle. But as it is, of the 7,000,000 acres that could easily be tilled, only 3,185,000 are under cultivation. Indeed it is probable that the estimate of 7,000,000 acres of arable land is low, for that is less than seven per cent. of the area of the country, though large regions can never be cultivated on account of their mountainous character, there being no prairies in Korea.

*The Statesman's Year Book for 1904 gives the former estimate.