

abundant provisions was not allayed by the current report of the cause of the delay. This was that no conductor for the train could be found. The story was that when the train failed to arrive at one o'clock in the morning the conductor went home and went to bed; that, the train still delaying to come, he had gone off into the town; that some one had been sent to hunt him up, and that as soon as he could be found we should start. This tale would have seemed to me incredible, were it not that the general mismanagement apparent in the whole episode prepared me to believe anything. Why we waited I do not really know; what I do know is that no one could tell us, or would tell us, with any authority, why we waited, or how long we should wait. Perhaps the double accident on the Boston and Maine Railroad was unavoidable, though it seems to indicate that the road was trying to do a larger business than it had equipment for, and consequently sent out locomotives unfit for their work, a fault which the public has reason to believe is not uncommon; and there was a very general impression among the passengers that we need not have waited six hours for succor if there had been a reasonable amount of hustle in the repair department of the road. But certainly the irritating experience at

Worcester was not unavoidable. It requires no expert knowledge in railroading to be certain that a very moderate amount of efficiency in subordinate officials at Worcester would have sufficed to afford the hungry passengers of that train during their hour and a quarter wait an opportunity to get some breakfast. The passengers in such an exigency under our present system are absolutely helpless. They cannot even learn why they have been so treated. There surely ought at least to be a department of the Government to which passengers could report such accidents as the two on the Boston and Maine Railroad and such shiftlessness as that on the New York and New Haven Railroad—a department which could call the now irresponsible railroads to account, and compel them at least to explain. In the absence of such a department, I report the facts to the general public. And, in a faint hope that higher officials may prevent a recurrence of needless vexation to other passengers, I beg leave especially to commend the failure of the local officials at Worcester to the consideration of Mr. Charles S. Mellen, the President of the New York and New Haven Railroad, Mr. S. Higgins, its General Manager, and Mr. O. M. Shepard, its General Superintendent.

L. A.

Bread upon the Waters¹

By Richard Watson Gilder

A melancholy, life-o'erwearied man
 Sat in his lonely room, and, with slow breath,
 Counted his losses—thrice wrecked plan on plan,
 Failure of friend, and hope, and heart and faith—
 This last the deadliest, and holding all.
 Help was there none in weeping, for the years
 Had stolen all his treasury of tears.
 Then on a printed page his eyes did fall,
 Where sprang such words of courage that they seemed
 Cries on a battlefield, or as one dreamed
 Of trumpets sounding charges; on he read
 With curious, half-remembering, musing mind.
 The ringing of that voice had something stirred
 In his deep heart, like music long since heard.
 Brave words, he sighed; and looked where they were signed;
 There, reading his own name, tears made him blind.

¹ From "In the Heights," just published by the Century Company, New York.

KOREA: A DEGENERATE STATE

BY GEORGE KENNAN

Special Correspondent for *The Outlook* in the Far East

This is the first of a series of three articles founded upon Mr. Kennan's observation and study of conditions in Korea the past summer. They will deal with the personality of the Korean Emperor, the venality of Korean officials, the degradation of the people, the Japanese administration of affairs in that country, and the future of Korea.—THE EDITORS.

THERE is now in progress in the Far East a social and political experiment which, in point of interest and importance, is not surpassed, I think, by anything of the kind recorded in history. For the first time in the annals of the East, one Asiatic nation is making a serious and determined effort to transform and civilize another. Asiatic peoples, in centuries past, have exchanged ideas, arts, or products, and the higher has sometimes handed down its knowledge and such civilization as it had to the lower; but no Oriental nationality ever made a conscious and intelligent attempt to uplift and regenerate a neighbor until Japan, a few months ago, took hold of Korea. The interest and importance of this experiment are not wholly due to its unique and unprecedented character. An experiment may be new and yet have little or no bearing on human progress and welfare. The Korean experiment, however, is not one of this kind, inasmuch as its results are likely to affect vitally the interests and happiness of millions of people, and may completely transform social and political conditions not only in Korea but throughout the vast empire of China. The present war has made Japan the predominant Power in eastern Asia, and there can be little doubt, I think, that she is about to assume the leadership of the so-called Yellow Race. In the Korean experiment we may see what capacity for leadership she has, and what are likely to be the results of the exercise of her newly acquired influence and strength in the wide field thrown open to her by her recent victories. She has successfully transformed and regenerated herself, but has she the

disposition and the ability to uplift and civilize the degenerate nation on the other side of the Tsushima Strait, or to guide wisely and unselfishly the greater and more promising people on the other side of the Yellow Sea? It is my purpose, in this and subsequent articles, to state the Korean problem and to show under what conditions and in what way Japan is trying to solve it.

The first thing that strikes a traveler in going from Japan to Korea is the extraordinary contrast between the cleanness, good order, industry, and general prosperity of one country, and the filthiness, demoralization, laziness, and general rack and ruin of the other. The inhabitants of the two empires seem to be ethnologically related, and they resemble each other somewhat in color and in physical type; but in moral and intellectual characteristics they are as far apart as the Dutch and the Venezuelans. The Japanese are clean, enterprising, intelligent, brave, well educated, and strenuously industrious, while the Koreans strike a newcomer as dirty in person and habits, apathetic, slow-witted, lacking in spirit, densely ignorant, and constitutionally lazy. So far as history enables one to judge, the two peoples had a fair and equal start, and there is reason to believe that at first the Koreans took the lead; but, as a result of the feudal system, and of other causes not fully and clearly ascertainable, Japan advanced, improved, and eventually developed a high type of individual and national character, while Korea gradually declined, lost what character and culture she had, and finally sank to a level little above that of Hayti and San Domingo.

The impression prevails in America

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