

being done by army engineering units. Few countries can have a more difficult terrain for road building. The peninsula is essentially a series of mountain ridges with narrow and restricted valleys. Motor roads follow valleys in a series of tortuous twists, climb over heights of land, descend other valleys, and repeat the process interminably. A distance of 50 miles as the crow flies can be 150 miles or more by road. Traffic on the roads was light, about 80 per cent of it being military. Our car (a Canadian Chevrolet) was such a novelty that children would run to the roadside to see it go by and would crowd around it when it stopped.

"Korean roads are designed for considerably more vehicular traffic than uses them today and, while they will come into their own as the economy and living standards pick up, their principal function today is related to national defence. Military traffic was high, much of it heavily camouflaged, which indicates a praiseworthy state of readiness. The whole country (especially north of Seoul) is an armed camp and there were army depots and road blocks at incredibly frequent intervals, all connected by phone. The soldier presented an extremely smart and tough appearance. There seemed to be no unnecessary military interference with civilian life, and no public resentment. In addition to public works in road building and irrigation, soldiers help with rice planting, and grow large quantities of other crops, particularly vegetables. A private soldier's pay is about \$1.00 a month and keep, which for many Koreans is a good living. Bullock carts and pedestrians constitute the bulk of the non-military traffic, except, perhaps, in the vicinity of Seoul, where there is considerable truck traffic.

"Telephones are adequate, but the number of new installations has taxed exchange facilities. Radio and television networks exist, but the number of instruments in relation to population is small — especially when compared with Japan. The mountainous nature of the country and the scarcity of large urban areas (other than Seoul and Pusan) make television service difficult.

Agricultural Methods

"There are few plains in Korea, and the overriding impression left with the traveler is of a country of mountain rice and barley culture in irrigated fields stretching down narrow valleys consisting of relatively poor soil. Farming methods are primitive; we never saw one mechanical cultivator the whole time we were there, only bulls and primitive plows. In some sections threshing was done by placing the cut cereals on the paved road and letting the tires of passing cars do the work.

"Everywhere the people were gathering leaves for fertilizer. The amounts gathered make it hard to understand how any trees could survive the amputations. In fact, trees are cultivated and protected for no other purpose than to provide leaves to help fertilize the paddies, oak being favoured above all others. The soil is generally inferior and satisfactory yields require extensive fertilization. Pig and ox manure mixed with grass, and, of course, night-soil and sea-weed, are widely used.

"Korea, like China, is composed almost entirely of small villages. The typical