

JAPAN DEVELOPING SEA ISLAND FLYING

Use Planes for Police Work in Formosa.

Tokyo, Aug. 1.—In order to initiate an aerial transport service to South China and the South Sea Islands Japan probably will establish in the near future, it was learned today, an aeronautical laboratory at Mako, in Formosa. Capt. Satch, attached to the Formosan

Government, before leaving Tokyo for Nagasaki on official business, told of the excellent work being done in the island of Formosa by the Japanese Government, particularly in connection with police work among the aborigines. Besides serving as a splendid naval base for aerial activity in the future, Capt. Satch believes that a great number of flying machines will aid the Government materially in its work with the aborigines.

In addition to the airframe a laboratory for aeronautical research will be established.

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CHINESE INCREASE TRADE WITH JAPAN

United States Second in Gain—Volume of Exports Expands Greatly.

Chinese imports from Japan increased 714 per cent. between 1904 and 1919; from the United States, 244 per cent., and from England, 49 per cent. In Shantung the trade of Tsin-tao has nearly doubled since the Japanese occupied the port. The Japanese administration at Dairen, in Manchuria, has been active in trade promotion, and the commerce there has increased in eleven years, from \$22,000,000 to \$198,000,000. The United States has made substantial progress in selling merchandise to China, shipping \$117,000,000 worth in the fiscal year, 1919, as against \$57,000,000 in 1914, just before the beginning of the war. In one notable item, however, a great decrease has occurred: American sales of opium to China have fallen off from nearly \$30,000,000 in 1906 to \$1,200,000 in 1918.

China's foreign trade is five times as great to-day as it was thirty years ago. When the per capita foreign trade is equivalent to that of Australasia, the total will be \$85,000,000,000 instead of the present \$1,200,000,000; it is believed that this figure may eventually be attained because of the country's vast wealth in coal and basic metals, in vegetable, animal products and the industrial, adaptable character of its population.

Taking the single item of coal, it appears that China has enough to supply the world with a billion tons a year for a period of a thousand years. Hundreds of millions of tons of iron ore are available. All the prerequisites of industrial development are present, and the new iron mills in Manchuria, Hankow and Tientsin are paying dividends as high as 25 per cent.

JAPANESE WRITING HELD AS FINE ART

Hours Spent in Producing Letters That Machine Could Turn Out in Few Minutes

Formerly, and even at the present time, handwriting was an important art in Japan. Education and culture of individuals were measured in terms of how dexterously one handled the brush and how artistically he could draw curves and lines of Japanese letters, which are composed of forty-eight kana (syllabary), and the thousands of Chinese characters. Indeed, the art of writing was elevated to an extent equal, if not superior, to the art of painting. The Chinese characters being originally pictographs, they are singularly susceptible of artistic drawing. Visitors to Japan will notice beautiful calligraphy hung on the walls of temples and shrines and parlors of distinguished homes, drawn by noted men, who devoted their lives to penmanship and who established various schools of writing, just as men of fine arts have done.

In a sense the beautiful handwriting of the Japanese is an achievement worthy of national pride. At the same time it has been a hindrance to progress. While nothing can be done any better than artistically done, yet too much attention and effort is spent in making things just artistic in a perversion of what writing really stands for. The stigma of it is that it tends to shun all modes of quick writing, such as the use of pencils and pens, and nothing of the use of typewriters and dictaphones, which means complete abolition of the handwriting. So in the age of wireless and airplanes some Japanese still cling to the use of brushes, and take pride in "drawing" letters, spending hours at what a machine can do in a few minutes.

But, fortunately, times are changing. The high salaries of clerks demand that they do swifter work. The external pressure forces Japanese to "scratch" rather than to "draw." Utilitarians have appeared who endeavor to combine the best of both worlds, changing the letters to the Roman alphabet and adopting the Occidental mode of beginning at the upper left corner of a sheet instead of at the wrong end. The Romaji movement, as the innovation is called, is slowly but steadily gaining ground.

What is most encouraging is the invention a short time ago of Japanese monotype by Mr. Kyotaro Suetomo, who somehow succeeded in adapting the Western typewriter to Japanese purposes. Its capacity to save time and money and its assurance of certainty have already begun to win a wide acceptance among the business concerns and newspaper offices of the empire.

EARTH VIBRATIONS GROW LESS VIOLENT

Japan Visited by 4 Tremors a Day But Damage Is Decreasing.

During the twenty-one years ending 1906 Japan had 30,880 earthquakes, not counting those minor vibrations which are felt only by delicate instruments. That is to say, Nippon has been visited during these years by an average of four earthquakes per day.

This frequency of shocks, experts assert, are a "blessing" since they tend to bind the strata by removing the weak cleavages, thus preventing the occurrence of severer ones. During the period of 1,495 years ending 1906 Japan, according to the chronicles, was visited by 234 severe shocks, each involving the destruction of thousands of houses and the death of 500 to 17,000 persons.

A strange phenomenon is the present decreasing tendency of earthquakes in Japan. Since a big shock visited Formosa in 1906 there have occurred only two notable shocks, one in 1909 in the region of Mino-Omi (central Japan) and another in 1914 in Akita (northern Japan). Minor shocks are also decreasing.

Prof. F. Omori, a distinguished seismologist in Tokyo University, explains the situation in terms of a hypothesis and concludes that Japan will probably be free from severe shocks for several decades to come. His theory is that Japan is situated on the border line of the earth, one extending along the Pacific coast of the two continents of America and the other extending from Macedonia and terminating in Formosa via the outer zone of the Himalayas. Now the past observations indicate that the seismic disturbance is alternative between Japan and the other two sections.

During a period when the former experienced frequent shocks the latter were free, and vice versa. The present frequent occurrence of earthquakes along the Pacific coast of America led the professor to suspect that the table has now been turned to the other side in favor of Nippon.

A Java Betelnut Vender



The betelnut is almost universally chewed by the lower class Malay peoples. On the wharves, at the warehouses and in the market places old crones may always be seen cutting the young nuts and wrapping them in lime and palm leaves. Betelnut chewers soon show black lips and teeth.

MICA MINING AN INDIAN INDUSTRY

Half World's Supply of Mineral Taken From Ground by Coolies.

CALCUTTA, Aug. 1.—Mica is one of the things, like jute, for which certain purposes no satisfactory substitute has been discovered, and although it is not, like jute, an Indian monopoly, more than half the world's supply of the mineral comes from this country. In India it is very widely distributed, but the tracts in which it is found in plates of sufficient size to have a marketable value are few and strictly defined.

Mica does not occur in thick seams like coal, but in small deposits, or "books," eight miles long and twelve broad, which lies in the northern part of the Hazaribagh district and stretches into the adjoining districts of Gaya and Monghyr. The main centre of the industry is at Koderma, in the Hazaribagh district.

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JAPANESE BANKS TO AID RAILROAD

Nine Will Underwrite Loan of \$5,000,000.

TOKYO, Aug. 1.—Nine of the leading banks of Japan have formed a union to underwrite a loan of \$5,000,000 for the South Manchuria Railway Company, to be known as the "Mitsubishi Bank of Japan." This is the solution chosen for the problem of financing the railway company which, owing to the shortness of capital, has been more or less a problem for the Government.

It also was made known today that the Mitsui Bank, the Industrial Bank of Japan, the Industrial Bank of China and two other banks have underwritten a new loan of \$5,000,000 floated by the South Manchuria Railway Company. These banks and other agents will open a list for subscriptions to the new issue within a few days in Tokyo, Osaka and Nagoya.

MODERN BRIDGE PLANNED.
Steel Will Be Used for Famous Japanese Island Span.

TOKYO, Aug. 1.—A steel and concrete bridge linking the famous island of Enoshima, near Kamakura, to the mainland will be built soon by Kanagawa Prefecture, it was announced today.

A wooden bridge, flimsy and rickety, now joins the island and the shore. When the water is high the bridge is easily washed away and frequently it gives away under an unusually large load. Recently several persons were injured when the bridge gave way under a crowd of sightseers.

It is also planned to make more permanent the approaches to the Enoshima causeway, which is much visited by tourists.

THRIFT CAMPAIGN IN SOUTH AFRICA

Women Prime Movers in Organizations Combating Increased Cost of Living.

CAPE TOWN, July 15.—Following the receipt of the news from the United States regarding the organization of clubs the members of which pledged themselves to wear overalls as a demonstration against the high prices ruling for clothing, several economy and thrift campaigns have been organized in the leading cities of the Union of South Africa, to similarly protest against the high cost of the various necessities of life. Most of the organizers of these campaigns in Pretoria, Johannesburg, Bloemfontein and in the larger centres of the Cape Province are women. The purpose of their movement is to induce greater simplicity in the make, material and number of dresses and to aim at simpler standards of living.

A further incentive toward thrift and saving was offered by the organization of about 150 savings clubs in the Cape and Natal provinces, for the purpose of purchasing Government savings certificates. These certificates sell for 15s. 6d. (\$3.77) and at the end of five years will be redeemed by the Government for 1 pound sterling (\$4.87). Many poor people who are unable to save the amount of the cost of one certificate at one time are able to economize and save in smaller amounts, and with the cooperation of others soon become owners of these certificates. Although this method of reaching the poorer classes who are anxious to acquire capital was first inaugurated in Cape Town, it has already spread to Johannesburg, where similar savings clubs have been organized. Other cities are also following the lead of Cape Town.

Considerable apprehension is felt in South Africa concerning the general slump in trading in all classes of produce, bringing to its train a marked decline in all prices. In some places hides and skins have declined as much as twenty cents a pound; similar rates of decline are reported in the ostrich feather trade, while the wool market has become so stagnant that no prices are being registered. With the exception of a few odd bales, at very low prices, there is no movement in the mutton market. In Port Elizabeth, East London and Durban the stocks of wool have grown to such proportions that it is impossible to find further warehouse space in which to store the new clip which is now being prepared.

From 1913 until a few months ago the wool market in South Africa was in a very buoyant state. Average prices rose from seventeen cents a pound to fifty cents in 1913. The majority of farmers have become so accustomed to this continued rise in values and have based their calculations for the future on prevailing conditions to such an extent that the sudden stagnation in the market is likely to produce serious consequences. The present setback in wool prices is, no doubt, wholly a financial one, and while it may bring about considerable losses to many, yet it is generally believed here that wool to-day has gone beyond its real intrinsic value, and it is destined to rule on a somewhat lower level for the remainder of the year.

PEANUT MILK CHEAPER.

New Substitute Can Be Made Into Cheese.

The common peanut is the source of a new substitute for milk which so closely resembles its prototype that it turns sour and curdles, produces buttermilk when churned and may be made into cheese. The flavor, in which the nut characteristic persists, is declared to be practically its only point of variance from cow's milk.

The new lacteal product originated in the laboratory of an American university, where the peanut kernels are converted into four times their volume of milk, varying from 4 to 8 per cent. in fat content and from 2.4 to 2.8 per cent. in protein. The cost of production is said to be considerably less than the market price of dairy milk.

Federal Reserve in South Africa.
A Federal Reserve act has recently been introduced in the South African Parliament. This act provides that the reserve bank shall have sole right to issue notes, and under whose supervision, more or less, the export of gold will be placed.

Aid Travellers to Manchuria.
NORWEGE, Aug. 1.—The Chinese Consul General in Vladivostok, in answer to the request of the Provisional Government, has established a consular branch here to facilitate the handling of passports of travellers to Manchuria. Mr. Fu Shen Yuan, a member of the local Chinese community, will fill the post.

JAPANESE SHIPPING SHOWS FALLING OFF

American Vessels Suffer Least in Marked Decline for Month of June.

Kobe, July 15 (by mail).—Movement of merchantmen at Kobe, the centre of Japanese shipping, may be taken as an index of the shipping market in that part of the world. Returns for June show a conspicuous falling off in the movements of both foreign and Japanese merchantmen. It is interesting to note that although the vessels of all nationalities were affected American ships were the least to suffer. Moreover, these ships continued to assert their supremacy in regard to foreign shipping. Up to a few months ago, of all foreign ships the place of honor in regard to the number and tonnage of ships had been continuously occupied by British vessels, followed by American vessels, but the position was reversed soon after the United States Shipping Board first arranged to allot a number of vessels to American shipping companies for operation in the Pacific.

It was generally expected that the shipping market would improve in March or April, at which time there has usually been a revival of activity, but the expectation was not realized. The situation has since then gone from bad to worse, and this state of affairs has been reflected in the diminishing arrivals of active merchantmen at Kobe.

In June the arrivals numbered 1,180, totalling 1,710,531 tons gross, while the clearances were returned at 1,170, 1,711,780 tons gross. Compared with the previous month, these figures show a decrease of no less than 115 ships, with 216,097 tons gross, in the arrivals and of 174 vessels, with 268,797 tons, in the clearances. The arrivals consist of 1,118 Japanese ships, with 1,298,199 tons gross, and of 62 foreign vessels, with 412,424 tons gross. The Japanese ships show a decrease of 129, with 1,023,631 tons gross, on the figure of the preceding month, while the decrease in foreign ships amounted to 24, with 118,466 tons gross. The decrease in foreign shipping was the result chiefly of the diminution in British, French and Dutch ships, the British vessels decreasing by 7 in number and 1,817 tons gross in tonnage; French ships by 3, with 18,423 tons gross, and Dutch vessels by 2, with 11,738 tons gross. American ships also suffered, decreasing by 2, with 31,987 tons gross, but the decrease is small when compared with the total number and tonnage of the American vessels arriving.

The list of arrivals is headed by 33 American ships, with 207,000 tons gross, followed by 24 British vessels, with 175,000 tons. There is a big gap between the second and the third, the latter position being occupied by Dutch ships, numbering 12,000 tons. Norway and Russia have one steamer each on the list.

The clearances consisted of 1,106 Japanese ships, with 1,201,934 tons, and of 64 foreign vessels, with 419,786 tons. These ships, compared with the preceding month, show a decrease of 140 vessels, with 101,144 tons, in Japanese shipping, and of 43 vessels, with 167,143 tons, in foreign shipping. On the list of the various foreign ships on the list is little difference from that on the list of arrivals, America coming first with 23 steamers, or with 208,000 tons, and one sailing ship of 988 tons, followed by Great Britain with 24 steamers, totalling 172,000 tons.

Tip on Chinese Trade.

As the surest road to a permanent market in China American Consul Ernest H. Price, at Foochow, suggests as the first step to be taken by American firms or combination of firms intending to make a serious effort to enter the China market the appointment of a representative in Shanghai or the use of one of the firms now located in Shanghai as a distributing and marketing agency for the smaller ports, such as Foochow.

Australian News.

MELBOURNE.—Sir Joseph Cook has been appointed to succeed W. A. Watt, former Treasurer of the Commonwealth, who recently resigned his portfolio while in London.

MELBOURNE.—Sir John Monach, Commander in Chief of the Australian Army in the war and one of the most distinguished engineers of Australia, has been appointed manager of the proposed new electric plant to be built at Morwell for supplying Melbourne. It is proposed to utilize the brown coal at Morwell, which is eighty-nine miles from Melbourne, for the production of electrical power. It is estimated that 150,000,000 tons of the brown coal are within one mile of the proposed power house. The coal is in immensely thick seams near the surface, so that it can be obtained by quarrying without sinking a shaft. As a fuel in an untreated state it is of low value, but for years past the problem of turning it to account by making briquettes, extracting its by-products, and otherwise utilizing it has been under discussion.

AUCKLAND.—At a conference of the New Zealand Farmers' Union recently held in Wellington a resolution was passed urging the Government to prevent military slackers from acquiring land or property in New Zealand. Speakers who participated in the discussion declared that the Government "should keep the country clean."

PERTH.—The Jewish Community here has subscribed \$50,000 to the Palestine Restoration Fund, part of which is to be devoted to the establishment of a colony named Australia in Palestine.

BETTER HIGHWAYS NEED IN CHINA

Use of Motor Cars Restricted by Bad Roads.

SHANGHAI, Aug. 1.—Development of highways in the suburban districts is the great necessity that is facing Shanghai and China generally from the motor car standpoint, according to Ralph B. Dort of the Dort Motor Company at Flint, Mich.

Mr. Dort said that the purpose of his Far Eastern trip was merely to make a survey of conditions and that his company had no intention of making local connections at this time. The possibility of specially constructed cars for far Eastern motorists was hinted at, but he said there was little likelihood of such a plan being carried out until the highway system of the country, or China, was more fully developed.

Mr. Dort is of the opinion that if the political situation can be adjusted and the nation interested in road construction the field here is limitless from a motor car standpoint. He pointed out that the enthusiastic motorist, a man who likes to fuss with his own car, must be developed, but predicted that the time will be short until the automobile industry will see a great advance in China.

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