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FAR EAST FUTURE MINE OF WEALTH

Quick Modes of Oversea Transportation Expected to Develop Rapidly.

AEROPLANE BIG FACTOR Tremendous Stores of Natural Resources Await Capital and Intelligent Operation.

This is the first of a series of articles written especially for the Far Eastern Section of THE SUN by G. Passeri, late financial adviser to the Bank of China and a resident of the East for twenty-three years.

By L. D. SNYDER, Manager Foreign Trade Promotion, D. C. Andrews & Co., Inc.

Australasia and the Orient are not so far away from us as one time popularly supposed. We have learned that there are other things in India besides magicians and ancient temples. We no longer look upon Chinese as beings whose most prominent characteristic were queues. We have found that there is good business in Borneo and not many wild men. American business is beginning to appreciate the opportunities offered to it by the peoples of the Orient.

With the development of quick modes of overseas transportation we may expect revolutionary changes within the next few years. Suppose the aeroplane becomes a commercial possibility for carrying light weight mail and parcels. Just think of the number of planes that could be built for the money one first class ship costs. Consider the number of deliveries possible at a speed of 150 miles an hour. Aerial traffic will unquestionably become an important means of communication in the future.

Would it not add to the convenience of ocean travel if foreign sailings could cover distances at the rate of over a hundred miles an hour, or four or five times faster than by steamer? Such convenience certainly means the drawing closer in friendship and business between peoples of the East and the West.

Leaving the future development of the air and considering the present modes of overseas transport, we find that many new ships being put into commission and new keels being laid for the Pacific trade. These steamers are invariably of a larger type than hitherto used and of greater speed. The Japanese especially are active in these material developments, which will bring the East into closer touch with America.

No Hazard in Shipments. There is nothing mysterious or hazardous in sending American goods to the Far East. In the light of experience of the last decade, and more especially during the last four years, many of our progressive exporters have learned that despatching a shipment of goods to the Orient than they do of sending a consignment into a neighboring State.

It is many years ago that a few—American exporters—ventured to introduce their goods into the East. These pioneers who took to heart the lessons they learned from bitter experience and plied the steamship as a means of export have become eminently successful and are held in high esteem by both the Oriental buyers and by the other American exporters who are following the path of their predecessors.

The same lessons have been heeded by hundreds of other American exporters. The way has been made easy to a certain extent for them to do so. The same holds true for every man or organization who is willing to bet through the exporting of goods from Hong Kong and the east differ not much from New York and the West when considered from a business viewpoint. The disadvantages of geographical position, or color, or language, or units of exchange value is but subordinate to the human desire to trade for profit. These handicaps are the problems that develop world knowledge of other peoples and countries.

China is surely awakening to the light of a new economic age, in just such a way as did her next door neighbor—Japan. China possesses the natural resources, it divesting herself from the thousand-year-old customs and usages that have become her master. The evidence of a new national feeling, that of patriotism is apparent. The Shantung question has thoroughly aroused the Chinese—and rightly so—to a feeling of national independence.

Further evidence of this spirit is the Chinese boycott of Japanese goods and of Japanese ships continues in spite of arguments to the contrary.

Development of China. The next half century will see the development of China from a backward nation to a new and thoroughly regenerated nation firmly established on terms of equality in the economic brotherhood of nations. The arteries of commerce—the rivers, canals, railways and highways—developed and built as the case may be. The next stage will be for the building up of thousands and one industries as well as the exploitation of China's agricultural and mineral wealth. At present the railways have a great amount of mileage upon which to offer service. The highway systems are more limited than the rail service.

In northern China the roads are sometimes 1,000 years old and are worn several feet deep. They are very narrow, being used for Pekin carts, donkeys or camels. In the rainy season these deep roads fill with water and mud and become veritable rivers instead of highways. At interior cities, camel caravans assemble to cross the great deserts in companies for protection and assistance when necessary. It is exactly the same manner of travel that was used centuries ago when the Chinese were great traders with Southern Europe and journey by caravan across Manchuria and the Caucasus to Constantinople to barter their cotton and silk for European goods. The next generation will see the history repeat itself in the same way as the Chinese long forgotten instinct for trade and commercial position.

Of the Orient China alone could supply the world with coal for the next 20,000 years. Of all minerals there are unlimited quantities. Yet China still imports coal from Japan, iron from America and cotton goods from Europe, as well as from America. The thirty million tons of coal that China mined last year and the few million tons of iron ore she produced represent not even a scratch on the surface of the future possibilities. The same is true of Manchuria and Siberia, which territories combined with China will one day be the centre of the world's mining industry.

Philippine Copra Oil Falls Off. Lack of electrical power due to flood conditions has temporarily interfered with the production of copra oil in Manila. The nominal offer of 36 cents per kilo (2.2 pounds) on the local market finds no takers, as there is no oil to be had. The flood conditions early in September also interfered with the harvest and lighter traffic on the Pacific River.

Lighters, sampans and dugouts in the river at Surabaya, Java. These boats jam the river at all hours of the day and night, but steam launches from ships anchored in the harbor manage to work their way through to land visitors in one of the most interesting cities in the East. Collisions are frequent, so one traveller said, "There's many a bump 'twixt the ship and the slip."

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TIME NOW RIPE IN CHINA FOR AMERICAN BUSINESS

Germany Out of Reckoning, British and French Handicapped and Japan Unable to Supply All Demands of the Market.

This is the seventh of a series of articles especially written for the Far Eastern Section of THE SUN by G. Passeri, late financial adviser to the Bank of China and a resident of the East for twenty-three years.

By G. PASSERI.

The present is a favorable moment for the expansion of American business activity in China. Of the nations that have been bidding for that trade, England and France are, and will be for a few years to come, severely handicapped in consequence of the economic situation created by the war in both countries. Semi-official acknowledgment has been made of the fact that in order to enable England to retain her place on the Chinese market three prerequisites are absolutely indispensable. These are "that Great Britain soon returned to normal conditions—that output was not unduly curtailed—and that profiteering was checked." Much as everybody would wish to see that country resume her former position at the earliest possible moment it must be admitted that some time will have to elapse before the realization of the conditions above mentioned take place.

France is very much in the same predicament and while in the past she has never figured very prominently among the nations exporting their manufactured products to China, she will have to be satisfied in future with a still smaller share of that trade. With regard to exports from China, she will have to be satisfied in the past with a still smaller share of that trade. With regard to exports from China, she will have to be satisfied in the past with a still smaller share of that trade.

Germany is at the present and has been for quite a time entirely out of the market. It should be remembered, however, that during the last few pre-war years, German trade with China had made gigantic strides and that had it not been stopped abruptly German activities on that market, it is the opinion of the leading experts that Germany would have shared with Japan practically the whole of the trade of the country. This result had been obtained through untiring efforts to get acquainted with local conditions and minute care for those details that everybody else considered superfluous or unimportant.

When the war broke out, German organizations in China were fully equipped to handle efficiently an ever increasing share of the foreign trade of the country. This result had been obtained through untiring efforts to get acquainted with local conditions and minute care for those details that everybody else considered superfluous or unimportant.

Japan's Excellent Position. Japan is the nation that remains in the field, that has, in fact, increased the volume of her trade with China, owing to the same factors that have reduced the activities of all her other rivals, with the exception of the United States. That Japan has benefited to a great extent by the peculiar position created in the Far East by the war is a fact, but her potentiality as a future competitor for the trade of the country must not be overestimated. If she possesses natural advantages, it must not be forgotten that many are also the disadvantages under which she labors, and she will have to labor in future to maintain her position. Her geographical proximity is a great asset, an asset whose value she has been striving to increase by diplomacy, and she is undoubtedly in a position to compete successfully on the Chinese market on account of a greater facility of commercial relations and consequent lower costs.

It is an easy matter for a Japanese merchant to learn Chinese. The sounds of the two languages are different, but are both written with practically the same characters. It is cheaper and easier for a Japanese to live in China than it is for any other foreigner and in consequence they have the benefit of lower distributing and collecting costs. In order, however, to understand the actual position of Japan as far as the expansion of the United States market is concerned, it is necessary to analyze the disadvantages with which she is confronted. In the first place she has to contend with her own physical difficulties. These difficulties were very ably set forth a few months ago by E. P. Crow, British Commercial Attaché at Tokio, in an address to the London Chamber of Commerce as reported by Reuter: "Japanese industry is in the transition stage between cottage and factory; labor, though plentiful, is not very efficient; wages that are at present comparatively low, must rise; little research work is being done in the country, most Japanese industries being still in the imitative stage; Japan has practically no iron of her own; raw material must be imported from abroad; coal is expensive and means of communication are defective; the quality of Japanese goods is inferior and as such they are non-competitive."

Racial Antipathy a Factor. The racial antipathy, which has been greatly increased by the last political complications, is and will be a severe handicap to Japanese commercial expansion in China. To what extent it may influence the trade relations of the two countries can be better judged by anybody who has been capable of witnessing the depth of Chinese physical and mental character. A comparative study of the statistics of Japanese foreign trade will reveal the fact that Japan has not benefited to any great extent by her geographical proximity. China was represented with 59 per cent. of the total foreign trade of Japan in 1918, but this percentage dropped to 55.5 per cent. in 1919. It is interesting to note that Japan did not succeed in developing her trade with China in the same proportion as she developed her trade with other foreign countries. Nor has Japanese political influence in China been brought into play in various provinces helped the Japanese merchants, as in fact trade is flourishing better where there is less political backing. It must not be assumed, however, that the superiority of the American business man will realize the possibilities existing at the present moment in China and if they will act intelligently, by applying the systems that the mentality and attitude of the modern Chinese demand, the success will be assured. The field is unlimited and the time is particularly favorable for American enterprises.

Australian News Briefs. MELBOURNE—The cost of moving the Federal capital to Canberra will probably amount to \$12,000,000, according to a statement introduced in Parliament by acting Prime Minister Watt.

MELBOURNE—The cost of maintaining the Australian High Commissioner's office in London for the fiscal year 1919-20 is estimated at \$100,000, as compared to \$11,900 in 1918.

MELBOURNE—The Progressive party intends to run straight out candidates in at least six of the Federal county electorates, while the organization has been formed which is to be known as the American Society of New South Wales. The purpose of this organization is to bring the Americans residing in New South Wales into closer touch with each other and to systematically assist any who may be in distress; also for the purpose of welcoming visiting Americans to the port of Sydney and rendering all possible assistance to the numerous representatives of American exporters who come to Sydney on business.

WARWICK—Prime Minister Hughes, when several years ago was not very enthusiastic in respect to Queensland, met with warm and friendly receptions in Queensland in 1918, which were generally, as well as returned service men, participated in the demonstrations of welcome.

MELBOURNE—The Federal Government proposes to increase the old age pension from 12s 6d (normally 12s 12s) to 15s (normally 15s 4s) per week, and pensioners are allowed to carry an amount equal to the full pension, as was provided in the original act.

SYDNEY—Exports from this city to the United States for the nine months ended September 30 last amounted to \$2,311,484, according to a statement issued by the American Consul-General. The principal items were skins, hides and copra. Not included in the figures are small sundry articles, such as hats, from other parts of the State of New South Wales.

WALSH ISLAND—The second of the steel vessels built to the order of the Commonwealth Government on Walsh Island, the "Walsh Island," which was christened "Dinoga" and is a 2,500 ton craft.

MELBOURNE—The Australian peace bill amounting to \$22,900,000, was passed by the House of Representatives.

BRISBANE—Australia is sharing the worldwide shortage of sugar. It is estimated that Queensland, which produces 25 and 29 per cent. of the Australian sugar crop, will this year be 100,000 tons short of the usual output. This is chiefly due to the climatic conditions of the northern sugar districts of the State.

SYDNEY—Adrian Knox, K. C. of this city has been appointed Chief Justice of the High Court, in succession to Sir E. P. Crow, British Commercial Attaché at Sydney, a son of the late Sir Edward Knox and is 66 years old.

There is a man in Melbourne, Australia, who is desirous of purchasing a machine, or machines, for removing the fur from rabbits. Manufacturers of such machines should send descriptive literature and prices to the American Resident Trade Commissioner, Melbourne, Australia.

Representatives of about thirty-five American firms having offices in Kobe, Japan, recently held a meeting in that city for the purpose of formulating definite plans for the organization of a local American chamber of commerce. It is said that at the outbreak of the war there were only about fifteen American and semi-American firms established in Kobe, as compared with forty-two such firms which are at present located there.

Automobiles in South Africa

For approximately four years American manufacturers have practically controlled the South African automobile market supplying more than 55 per cent. of the total imports in motor vehicles. The demand for automobiles and accessories far exceeds the supply.

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Far Eastern Trade Notes

Consul-General J. I. Brittain, Sydney, states that large quantities of merchandise are now coming into Australia from Great Britain. While many merchants hesitate to purchase large stocks at present prices they are compelled, however, to order so as to hold their trade. Some importers are having difficulty in purchasing certain lines of merchandise, especially those which the United States, owing to the limited supply and very high prices.

The Chinese wear clothes which differ so radically in style from the clothes of other nations that the American manufacturer of wearing apparel will find the Chinese market for his goods limited mostly to foreigners and to the comparatively few Chinese who have adopted foreign dress. Chinese clothes are largely made at home, being merely basted together, and they are ripped apart each time they are washed.

A meeting of American business men residing in Sydney, Australia, was recently held at the American Consulate-General, where an organization was formed which is to be known as the American Society of New South Wales. The purpose of this organization is to bring the Americans residing in New South Wales into closer touch with each other and to systematically assist any who may be in distress; also for the purpose of welcoming visiting Americans to the port of Sydney and rendering all possible assistance to the numerous representatives of American exporters who come to Sydney on business.

There are in operation on the Imperial Government Railways of Japan the following locomotives: 1,152 tanks, 609 of which are of British make, 308 American, 171 German and 103 Japanese. A total of these engines have been purchased either in America or England and assembled in Japan.

The hat industry of the Philippines offers excellent opportunities for further development, as the demand is said to be very great. The manufacture of hats is carried on chiefly in the towns of Losban, Tayabas, Sariaya, Pagbilao, Lucena, Candelaria and Lopez, in Tayabas Province, and in Malojay, Laguna Province, with some activity in the Balinguay Province.

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A recent letter from the American Consul-General at Singapore indicates that owing to the shortage of imported foodstuffs interest has been stimulated throughout the Government encouragement in the production of foodstuffs locally, and that the rubber plantations have been compelled to utilize portions of their acreage for food products. This has led to an interest in mechanical means that would cheapen and increase production, so that the farm tractor and other agricultural machinery promise to become of importance in the agricultural development of the Straits Settlements and Federated Malay States. The first and only shipment of tractors up to that date came from America, and sold readily, the demand at that time certainly far exceeding the supply.

Ceylon should be an excellent market for motor cars this year, because the progressive increase of the import duty during the war period, which finally reached a 100 per cent. duty, severely curtailed and finally accomplished the desired purpose of practically prohibiting such importations, as is shown by the following figures, which also indicate the normal amount imported and the shortage created by the restrictive measures, namely: 1911, 213 cars were imported; 1912, 239; 1913, 407; 1914, 433; 1915, 296; 1916, 570; 1917, 157; and 1918, 10. The reduction of the duty

SUFFRAGE TALK GROWS IN JAPAN

Diet May Consider a Bill to Extend Votes to Women.

Special Cable Despatch to the Far Eastern Section of THE SUN. Tokyo, Dec. 9.—Woman suffrage is taking a very prominent part in the politics of Japan and there is increasing talk that a bill will be introduced in the Diet extending the voting privileges to all sexes. There is a hint that such a bill is introduced and receives strong support from the ranks of the Kokuminto and other parties with the possibility of final approval by the House the Government would become agitated and would likely declare a dissolution of the Diet.

At the last session of the Diet, Mr. Kato, the President, declared that the time for universal suffrage was premature and threatened to oppose any move in that direction. Since that time it is stated that his views have changed and that he now takes the stand that if a majority of the members are determined to present such a bill there is no reason that its introduction should be discouraged by the leaders of the Government party.

Much attention is now being paid to a report that Japan's foreign trade for the month of October was very favorable, the exports showing the first rise for several months past and an excess of the exports over the imports. The value of the exports during the period under review aggregated 226,472,000 yen, while imports stood at 173,890,000 yen. Calculated from the beginning of the current year, the figures for exports and imports stand 1,664,105,000 yen and 1,765,932,000 yen respectively. Taken as a whole, therefore, there is still an excess of exports over exports by 160,354,000 yen.

ANTI-JAPANESE PLOT IS NIPPED IN COREA

Alleged Revolutionists Placed Under Arrest.

Seoul, Corea, Dec. 7.—Some details of the unearthing of a plot to start a new revolution in Corea through the circulation of anti-Japanese propaganda have just been made public by the police. The disclosures have resulted in the arrest of Yi Hui-sun, teacher at Severance Medical College, and three other Coreans, all teachers. They are charged with fanning the people to revolution by the printing and circulation of inflammatory matter.

These publications have been circulated in Corea since last March, and the Japanese have been at their wits' end to trace their source. They were invariably mailed at the Seoul post office or the office Kwang-Wang Gate.

Recently the police succeeded in discovering a press and a few papers buried underground in the house of Yi Hui-sun. Later a press and other printing apparatus were also discovered in the house of Pak Tai-pyong in Ankiuk-choon, Seoul. Meanwhile Yi Hui-sun, Choonchun, Kangwodo, and under a false name was in hiding in a Christian church when the police effected his arrest. It is said that the money needed for this work was sent him by one Yi Kinkap in Shanghai.

AMERICAN YARN IN DEMAND

Hongkong Factories Are Placing Large Orders.

American knitting yarn is getting back into the Hongkong factories at the present time and the knitting business in general is on the mend after several months of very doubtful conditions. American yarn could be sold in large quantities in this market at the present time if it could be delivered. Large quantities of American yarn are now on order, but deliveries have been slow. The market is slowly recovering and orders placed some time ago are slow. The whole knitting industry in the South China field at present is laid up to some extent by slow deliveries of yarn. The shortage has been so great that some of the mills have been unable to count weaving yarn for knits, but it has been with very unsatisfactory results.

India Calls for Engineers

The Indian Government is advertising throughout the Far East for British engineers, stating that a serious shortage of electrical and mechanical engineers exists in India. Men with retreating machinery and water supply experience are designated as being especially desired.

Catholic Newspaper for Manila

The Catholic Publishing Company of Manila, P. I., which aims to publish a paper in the interests of the Catholic Church, has filed incorporation papers authorizing a capital of \$100,000.

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