

MISCELLANEOUS.

Written for this Paper

THE NEW JAPAN.

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HE wonderful advancement which Japan has made in military matters is surprising the world. The advancement which she is also making in manufacturing is not so

well known. Her army has whipped the Chinese. Her laborers promise to beat the whole world in turning out new goods and good goods. I spent some weeks among her factories last summer, and I found smokestacks going up all over the empire. The city of Osaka is nearly as big as Chicago, and it is the Pittsburg of Japan. It has about a million people, and it is a great business and manufacturing center. It has always been noted for its factories, but within the past ten years it has been introducing modern machinery, and, as I told you in my talk with Count Ito, it has now forty six cotton mills, with 600,000 spindles. New machinery is being put in every day, and by the end of this year it is thought that the number of spindles will be more than 1,000,000, and it may yet be the chief exporter of cotton to China, India and even to the United States. The Japanese are the greatest colorists of the world. They are a nation of artists, and they can make designs which we cannot produce. Already they are shipping a great amount of cotton here, and we are now buying Japanese rugs by the millions of yards every year. A great deal of the cotton used in the Japanese mills is of American growth, and I was told in Yokohama that Japan used \$14,000,000 worth of American cotton every year. I asked our consul general how this could be when we sold only about \$3,000,000 worth of goods to Japan yearly. He replied:

"I will tell you. It comes through England. Just think of it! Fourteen million dollars' worth of our raw cotton is used here every year, and England gets a profit out of the sale. We first ship it to Liverpool, and it is then sent here via the Suez canal. It ought to come direct from America, and our trunk lines could make a good thing if they would cut down their freight rates low enough to compete with England. If we could have this cotton sent direct, we would have the balance of the Japanese trade, and, as it is, England gets the bulk of it."

"How much do we buy from Japan every year?" I asked.

"About \$17,000,000," was the reply.

"How much does England buy?"

"About \$3,000,000."

"How much does she sell to Japan?"

"About seventeen million dollars, and fourteen million dollars' worth of this is American cotton. You see, Japan has to have the American cotton. The India and Chinese cottons are short staple, and the best long staple cotton comes from the United States. We ought to have the trade."

HOW ENGLAND FIGHTS FOR FOREIGN TRADE.

England is very anxious to have the United States and the other countries of Europe act as the cats by which John Bull as the monkey pulls his commercial chest-nuts out of the celestial fire. China has a foreign trade of about three hundred million dollars a year, and England gets the bulk of it. It naturally does not like to see this paralyzed by the war, and it will be very glad if Uncle Sam or the Russian Bear will step in and quiet matters for it. As far as commercial matters are concerned, it is the hog of the far east, and the business methods of some of its people are by no means so clear as they might be. One of the meanest tricks upon record—and this is upon record—occurred in Yokohama shortly before I arrived there. It was in connection with a contract for railroad locomotives. The Japanese are very friendly to the United States, and the government when it found that it had to have new engines, sent word to our consulate and asked that some of our engine building firms would compete. This request was forwarded to America, and one of our chief establishments sent a locomotive to Tokyo. There was to be a competitive test of the English and American engines, and on the day before this was to take place the Americans tried their locomotive and it ran very well. It was oiled and put into thorough shape, but, not thinking that they were dealing with a set of professional race course sharpers, the Americans failed to leave a jockey engineer to sleep the night previous to the race with their iron horse. The next morning, however, for some reason or other—I can't tell why—they concluded to give the engine one more trial before entering the race. They fired up and turned on the steam. There was grating and crashing, and the engine stopped. Upon examination it was found that the engine had been tampered with, and that a nut, which was of such a nature that it could have come from no other source than from the English competitors, had been placed in one of the valves. They found other things misplaced, but fortunately were able to get the locomotive into fairly good shape before the trial, and half-crippled as she was, they beat the English. The United States would have gotten the contract, but on figuring the lowest possible cost price, including the heavy freight rate across the United States, the builders found that they could not compete as to prices, and the difference was so great that the English got the contract.

HOW GREAT BRITAIN "HOGGED" OUR PRESENT TO JAPAN.

Speaking of the English, the new pier which is now being built at Yokohama, and which, I am told, is of no earthly good, is an instance of their hoggishness and unadulterated cheek. The story of

this pier dates back to the fight at the Shimonoseki straits in 1863, in which our gunboat, the Wyoming, was blown up. Foreign vessels had been warned to keep out, and some of the old Daimios had concluded to shell all foreign ships coming through these straits, and there was a French ship and a Dutch one also fired upon. The combined fleets of America, France, Holland and Great Britain then attacked the forts and silenced them. Not a single British ship was injured, but in the settlement of the case, Great Britain said she must have a part of the indemnity, which amounted to something like three million dollars. This was divided equally among the four powers, but the demand was contrary to international law, and the United States, feeling that it was an unjust one, by an act of Congress gave back the seven hundred and eighty odd thousand dollars to Japan. England, which had not been injured at all, kept its money, as did also France and Holland. Japan, in taking back the money from the United States, felt, of course, very grateful, but said that she would like to put it into some memorial representative of the kindness of the United States, and an attempt was made through an American connected with the foreign office in Japan, to have Congress endow a hospital or a school or something of that kind in Tokyo, which should be known as the American school. This was not done, however, and Japan was told to use it as she pleased. Here John Bull got in his fine work. He had the bulk of the shipping, and he thought a big breakwater or pier at Yokohama would be a good thing for his ships, and if it was made by English contractors, it would put money into his people's pockets. How it was done I do not know, but the English got the Japanese government to devote this money to building that Yokohama pier, and the contract was given to an Englishman, and now that it is about completed it is found to be of no good whatsoever. At the same time, John Bull is jingling his seven hundred and eighty-five thousand dollars in his pockets, and is sending over some of the remains of his surplus to buy the bonds which we are compelled to issue to support our reserve in the treasury department. Oh, he's a nice philanthropist! He is! Remember how strongly he came in on the opium deal with China! And remember—but I am writing about Japan.

JAPANESE RAILROADS.

Speaking of locomotives, there is a wonderful railroad development going on in Japan. New roads are being extended in every direction, and with the indemnity which the country will probably get from the Chinese there will be an enormous increase in all kinds of public movements. During my stay in Japan I met many of the chief railroad men of the country, and I was told that the revenues of nearly every railroad there are increasing. The government roads gave a net profit of more than \$2,000,000 in 1893, and the increase in receipts over the year preceding was \$300,000. There was an increase of \$190,000 in freight receipts, and this was an increase of more than 14 per cent. There is a line running from the capital, Tokyo, to Yokohama, the chief seaport, which has trains every hour, and these are as well run as those between Philadelphia and New York. The passenger receipts on this road increased 15 per