

ALL YOU NEED TO KNOW

## CHINA WATCH

CHINA DAILY 中國日報


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# Book tells of Xi's fun days in Iowa

BY ZHAO HUANXIN

*You may recall vividly, the time when we met. No matter how time flies, never fades our sweet memory.*

A Muscatine High School choral group sang the above lyrics from *Lasting Memory* in Chinese at the launch on May 3 of a memoir about Xi Jinping's visits to the Iowa town.

To Sarah Lande, author of the bilingual book, *Old Friends: The Xi Jinping-Iowa Story*, the song is an ode to her friendship with the current Chinese president and the first lady Peng Liyuan.

Lande coordinated Xi's visit to her hometown in Hebei province, led an agricultural delegation to Iowa in 1985 to visit farms, a grain processing plant and other facilities and had stayed at a home in Muscatine for three days and two nights.

Lande would later recall that Xi, as an official of Zhengding county in Hebei province, led an agricultural delegation to Iowa in 1985 to visit farms, a grain processing plant and other facilities and had stayed at a home in Muscatine for three days and two nights.

"We treated him just as a regular guy, and you'd be surprised at all the loving pictures we have," Lande said. "He had a big smile on his face and was fun and funny."

It turned out that Xi had sent some of the pictures that he had when he heard about Lande's book project. "When we got pictures from him, we were amazed," Lande said.

Lande said Xi took a boat ride on the Mississippi River, and he told her that he had always read Mark Twain and wanted to be on the Mississippi.

In his 2012 visit to Muscatine, Xi told Lande and her neighbors: "You know, you were the first people I met in the United States. You're among the first people, to me; you are America."

Chinese Ambassador to the U.S. Cui Tiankai meets with Kenneth Quinn, president and CEO of the World Food Prize Foundation, with a book written by President Xi Jinping, and Sarah Lande, author of *Old Friends: The Xi Jinping-Iowa Story* in Des Moines, Iowa on May 3. PHOTO COURTESY OF WORLD FOOD PRIZE HALL OF LAUREATES

Countries, helped make her vision come true."

*Lasting Memory* is such a beautiful song that Lande said she had hoped that Peng, a renowned singer, would perform it herself. It is unclear if the invitation got through, but Lande said she had fond memories of her time with Peng.

"When we were there (in Beijing), they had a lovely banquet for us, and I ended up sitting between President Xi and his wife, and she said: 'I just had to come and meet these people from Iowa and see what is it that he finds so special about them.'"

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Technicians work on an assembly line in a General Motors factory in Wuhan, Hubei province. GM sold more than 4 million vehicles in China last year. PROVIDED TO CHINA DAILY

# DUEL UNDERMINES BENEFITS OF TRADE

Trade row forces Chinese importers to look to South America.

Chen Weihua reports

**T**he *Peak Pegasus*, a bulk cargo ship carrying 70,000 metric tons of U.S.-grown soybeans, was closely watched by millions of people on Sina Weibo on July 6 as it raced to the Chinese port of Dalian before China's 25 percent retaliatory tariffs took effect that day.

It failed to meet the deadline. The ship then remained at sea for a month, at a cost of \$12,500 a day, before finally docking at the port in Liaoning province on Aug. 11 and unloading its cargo the next morning. Bringing in the shipment of soybeans worth more than \$20 million incurred additional tariffs of about \$6 million.

On July 6, China placed extra tariffs on \$34 billion worth of U.S. exports, including soybeans, in response to U.S. President Donald Trump's decision to slap 25 percent punitive tariffs on \$34 billion worth of Chinese exports to the U.S. the same day.

U.S. tariffs on another \$16 billion worth of Chinese exports took effect on Aug. 23, and China has responded in kind.

The U.S. announced on Sept. 17 a 10 percent tariff on an additional \$200 billion worth Chinese goods

starting from Sept. 24 and will also adopt other tariff measures.

China is the world's largest soybean importer and about 60 percent of U.S. soybean exports go to the country. Last year, China bought \$12.7 billion worth of U.S. soybeans, mainly to produce cooking oil and animal feed.

The trade dispute has forced more Chinese importers to increasingly turn to exporters in South America, including Brazil, Argentina and Uruguay.

"As the largest importer of U.S. soybeans, China is a vital and robust market we cannot afford to lose," Davie Stephens, vice-president of the American Soybean Association and a Kentucky soybean grower, said in a statement in response to Trump's tariffs.

Stephens said soy growers and the rural community will see the effects of the trade dispute for years to come.

Statistics from the U.S. Department of Agriculture show that China is the largest export market for

U.S. agricultural products. Total U.S. agricultural shipments to the country reached \$23.8 billion last year, accounting for 17 percent of the U.S. total.

With exports increasing by 700 percent from 2000 to 2017, the fast-rising living standards in China and the switch to a consumption-based economy were an attractive proposition for U.S. farmers and ranchers.

On Aug. 9, Han Jun, vice-minister of agriculture and rural affairs, described China and the U.S. as "strongly complementary in agricultural trade," but he warned that Trump's trade war may force China to look for alternative partners, and once that is done, U.S. farmers may find it hard to regain their market share in China.

China-U.S. economic interdependence stretches far beyond agriculture to almost every sector of the economy.

China is Boeing's largest commercial market, with one in four planes delivered to Chinese customers. Last year, Boeing forecast

that Chinese airlines would buy 7,240 commercial jets worth \$1.1 trillion in the next two decades.

China has announced retaliatory tariffs on small planes, not on large Boeing jets. But as the trade war escalates, such immunity may not last. A deteriorating trade relationship between the two countries could spell opportunities for Airbus, Boeing's major rival in the Chinese market.

China and the U.S. have seen their economies become increasingly interdependent since the late 1970s when China began its reform and opening-up drive. A rapidly growing export-oriented economy, fueled partly by foreign direct investment, has provided cheap Chinese exports to U.S. consumers.

General Motors sold more than 4 million vehicles in China last year, more than the 3 million it sold in the U.S.

China's accession to the World Trade Organization in 2001 accelerated its integration with the world economy, making the country a vital part of global supply chains, including for many U.S. companies.

SEE "DISPUTE" ON P3

**As the largest importer of U.S. soybeans, China is a vital and robust market we cannot afford to lose."**

DAVIE STEPHENS  
 VICE-PRESIDENT OF THE AMERICAN SOYBEAN ASSOCIATION

# Solid iron and hard labor

BY LIA ZHU

When the "golden spike" was driven to join the tracks of the First Transcontinental Railroad across the United States in 1869, Chinese workers, who did much of the most dangerous and backbreaking work, were kept away from the widely publicized event.

Almost 150 years later, efforts are being made to give faces to those nameless workers who played such a key role in the completion of the railroad.

"The history of Chinese rail workers remains largely unknown to both Americans

and Chinese," said Li Ju, a photographer from Beijing.

"People should be reminded of the Chinese workers' contribution to the U.S. economy."

Inspired by the 19th century American photographer Alfred Hart, who took images of the railroad's construction, Li has traveled the route at least once a year since 2012 to shoot the same sites as Hart.

With the help of a geographical location system, Li managed to identify all the sites captured in more than 360 photos that Hart took in the 1860s.

"Some of the sites were very difficult to locate because there were no landmarks in the photos," said Li, who is also a computer engineer.

"History and geography are closely connected. In another 150 years, with the changes in landscapes, it will be impossible to identify those sites."

Li said he plans to donate his photos to the Chinese Railroad Workers in North America Project at Stanford University, which aims to create an online archive and digital visualizations of the era.

Two photo exhibitions



Chinese photographer Li Ju retraces the footsteps of 19th century photographer Alfred Hart, who chronicled the building of the First Transcontinental Railroad in the U.S. PROVIDED TO CHINA DAILY

featuring Li's images paired with Hart's photos are now on display at the Utah Cultural Celebration Center in West Valley City and the Museum of the San Ramon Valley in Danville, California. Both exhibitions

are sponsored by the Stanford project.

"The railroads connected commerce between the west and the east," said Paul Fong, a professor of political science at the Evergreen Valley College

in San Jose and a former member of the California Assembly.

"People should know who built the railroads; it was the Chinese workers."

SEE "RAIL" ON P4



# China seeks pacts on robotics

Government, innovators, companies and investors highlight global partnerships. **Ma Si** reports

In a sprawling warehouse in Tokyo, several robots made by the Chinese company HIT Robot Group are busy picking and stacking goods on to the shelves.

Equipped with sensors and image recognition software, they navigate the alleys between the shelves intuitively, choosing unobstructed straight lines that save time and enable efficiency, unlike human workers who might zigzag unconsciously.

"In Japan, labor costs are very high with its shrinking pool of working population," said Yu Zhenzhong, senior vice-president of HIT Robot Group.

"The demand for workers in warehouses also changes with the alternating peak season and slack period in e-commerce. Our robots solve this problem with lower operating costs and higher efficiency."

With constant progress in research and development, Chinese robot makers such as HRG are increasingly going global, shipping their products to overseas markets. At the same time they are helping foreign companies better tap the potential in China, the world's largest robot applications market, to deepen global exchanges.

"International collaboration is of crucial importance to build a well-organized global robotics industrial chain," Yu said.

"Frequent communication can generate new ideas for cutting-edge technologies."

With robots increasingly



A boy interacts with a robot at the World Robot Conference in Beijing on Aug. 16. LUO XIAOGUANG / XINHUA

intertwined with artificial intelligence and other technologies, Chinese companies and their foreign counterparts are realizing the need to go beyond naked competition, Yu said.

Instead, they are trying to cultivate a win-win mentality, marked by shared interests and an intent to take full advantage of each other's expertise to grow rapidly.

Toward that end, HRG is partnering with multinational robot heavyweights such as ABB Group of Switzerland. Such companies are seeking to integrate robot systems

to offer better localized solutions for diverse sectors.

HRG, of Harbin, Heilongjiang province, is also teaming up with Israeli companies for research and development of drones. They hope to feed off each other's expertise.

The push for closer ties has become a trend in China. Government officials, entrepreneurs and experts are all calling for deeper international collaboration in the booming robotics sector.

Miao Wei, minister of industry and information technology, the country's

industry regulator, said China will ramp up resources to strengthen international cooperation as it strives to build a globally competitive robotics industry and accelerate the use of smart machines in manufacturing, healthcare and other sectors.

"China, as the world's largest robot market, sincerely welcomes foreign companies to take part in the strategic opportunity to jointly build a global industrial ecosystem," Miao said last month at the World Robot Conference in Beijing, in which more than

160 companies from 15 countries took part.

The ministry will take measures to encourage wider collaboration among Chinese companies, their international peers and foreign universities in technological research, product development and technical education, Miao said.

That would build on the achievements over the past five years. China's robotics industry has been growing at about 30 percent a year.

Last year the industry was worth 120 billion yuan (\$17.5 billion), according

to the Analysis Report on Robot Industry in China 2018, jointly published by HIT and the China Institute of Science and Technology Evaluation, a research institute.

China became the world's largest market for industrial robots in 2013, surpassing Japan, according to the International Federation of Robotics. Last year, sales of robots used in assembly lines exceeded 140,000 units in the country, up 58 percent year-on-year.

Still, the robot density, a metric for measuring a country's level of automation, in China is lower than that in many economies, indicating ample room for growth.

In 2016 the density of robot workers in China was 68 units per 10,000 people, ranking the country 23rd worldwide, lower than the global average of 74 units per 10,000 people.

Karel Eloot, senior partner at the consultancy McKinsey & Company, said: "We forecast in 2020, the demand for robots in China will account for 40 percent of overall global demand. It will grow into a gigantic market for robot makers."

Qu Daokui, president of Siasun Robot & Automation Co., said: "To better prepare for opportunities in China Chinese robot companies must go global. The robotics industry is so globalized and changing so fast that no one knows what a robot will look like in five to seven years. If we only keep our eyes on the home turf we will die out."

## COMMENT

CHINA WATCH.CN  
CONNECTING THINKERS

BY ERIK SOLHEIM

Veteran poachers have killed so many elephants that they can often imitate the screams the animals make when speared. They can tell you how other elephants howl in distress when they see one of their own felled. Calves have been known to circle the disfigured body of their mother for days in mourning, even until their own death.

Behind the savagery visited on these magnificent, highly sensitive and intelligent creatures lies greed and a desire for shiny objects—sometimes rooted in trends, and sometimes tradition. It began with the early white settlers, with ivory becoming one of the great prizes of the colonial era. In recent years, however, demand has skyrocketed to match the rise in global consumer wealth, and poaching has reached an industrial scale.

Over the past decade, poachers have slaughtered

more than 100,000 African elephants for their ivory—more than one quarter of the population. Many of the tusks ended up in China and other parts of Asia, where they were turned into trinkets and marketed as status symbols.

Elephants are not the only victims. The illegal trade has generated enormous profits that feed corruption and financial criminal cartels, stoking instability around the world.

That is why China's decision to ban the sale of ivory nationally, to come in line with the international ban that has been in place since 1989, deserves huge praise. The government ban will shut down the legal trade in ivory, and establish a new narrative for China's worldview: as a leader in environmental action.

Surveys in China's three largest cities found that 95 percent of people supported the ban because they believed it would protect African elephants. Only a

few years ago, similar surveys found that average people did not even realize that an elephant had to die to obtain ivory—as the word for ivory in Chinese means tooth—many people thought it was gathered without harm.

That the ban has such widespread support is a major victory. The fight to end the slaughter, however, is far from over. While the ban sends a strong message that ivory products are now taboo, the legal trade is only a very small part of the problem.

The bigger battle lies in tackling the far larger illegal trade. Reducing demand will be a key weapon in this fight but changing minds takes years of hard work—time that the world's dwindling population of elephants may not have. It is essential that we also come



down hard on the supply chain. This means tackling the booming internet trade, strengthening law enforcement, smashing the criminal cartels running smuggling operations and disrupting the tax havens where they stash their money. Much of this will require improved security cooperation between China and countries in Africa where the slaughter, and initial trafficking, takes place.

China's influence in Africa is growing, and with the Belt and Road Initiative, it is certain to grow further. There are more than one million Chinese expats living in Africa. Chinese firms have a strong foothold in most of its 54 countries. China's reputation on the continent is also broadly positive. In attitude surveys, 70 percent of Africans say they view the

country positively.

Better intelligence sharing with African countries could seriously disrupt the smuggling rackets and break the cartels. China could also strengthen anti-poaching teams—the embattled first line of defense against poachers—and support institutions that tackle corruption, including police and customs officials at African ports. Africa also needs expertise in ecotourism and alternative livelihood programs that undermine the financial incentives for poaching.

Chinese businesses can also get involved. I was in South Africa recently for the African Ranger Awards Ceremony, where Jack Ma, the cofounder of Chinese e-commerce giant Alibaba, pledged his support for wildlife conservation. He said rangers should not only be given monetary support, but also the resources and technology they need to carry out their dangerous work. That's a great example

of the positive role Chinese businesses can play.

By sharing its phenomenal development journey, China can help Africa leapfrog the rest of the world. That means helping African nations steer a more considered course to industrialization. China, after all, has suffered more from pollution than most nations, and has done more to tackle it. More broadly, it means showing that the old ways of development accompanied by environmental destruction can be broken.

*The author is undersecretary-general of the United Nations and executive director of the United Nations Environment Programme. The views do not necessarily reflect those of China Watch.*

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## News digest

### Trade tensions windfall

Non-U.S. exporters of seafood, meats and grain to China are reaping unexpected benefits from tariff tensions that are hurting U.S.-China bilateral trade.

Salmon exports from Chile doubled year-on-year in the first six months of this year. The Thai Ministry of Commerce said the country's seafood exporters, especially those dealing in fresh and frozen shrimp and crab, have benefited from the shift in China market's demand from the U.S. to Thailand.

### Online tool for trade

Shanghai has launched a web-based intelligent

tax inquiry system to help companies reap the most from free trade agreements. The system, called Smart FTAX, the first of its kind in China, aims to give importers and exporters quick access to existing trade agreements and help them properly file documents.

### E-games study is no game

A university in Wuhan, Hubei province, plans to hub the growing number of Chinese colleges offering a course on electronic games, as the country looks to fill the talent gap in the rapidly developing industry.

Huazhong University of Science and Technology's course, introduction to



### Leap of faith

James Yaru, a 32-year-old competitor from the United States, flies over Tianmen Mountain in Zhangjiajie, Hunan province, on Sept. 13 at the seventh World Wingsuit Championship. LIU JINWEN / FOR CHINA DAILY

game studies, will open in September next year, said Xiong Shuo, a lecturer in the university's School of Journalism and Information Communication. "It won't train students to play

games, but will introduce issues related to video game research and development, technology, industry and psychology."

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# Dispute: Fruit of a president's folly

FROM PAGE 1

By the end of last year, the cumulative value of U.S. foreign direct investment transactions in China had passed \$256 billion, and the cumulative value of Chinese FDI in the U.S., a relatively recent phenomenon, reached \$140 billion, according to the Rhodium Group in New York, which tracks two-way investment.

Bilateral trade in goods between the two countries has expanded more than 200-fold since 1979, reaching \$636 billion last year, with a \$375 billion surplus in China's favor. But the U.S. ran a \$38.5 billion surplus in services trade with China in 2017, and that figure is expected to rise rapidly as China further opens up its financial services sector.

A study by Oxford Economics last year found that China-U.S. trade supports 2.6 million jobs in the U.S., and trade with China saves an average family in the U.S. \$850 a year.

Historian Niall Ferguson and economist Moritz Schularick have used "Chimerica" to describe the two economies, due to their close links.

Stephen Roach, a senior fellow at Yale University's Jackson Institute for Global Affairs, said the China-U.S. relationship remains heavily co-dependent. China needs U.S. consumers and businesses to support the external demand that underpins the world's most powerful export machine.

The U.S. depends on China to provide low-cost imports that enable consumers to make ends meet. It also relies on China as its third-largest and most rapidly growing export market as well as being a major lender of its surplus savings to help fund its large and growing government budget deficit, according to Roach, a former chairman of Morgan Stanley Asia and former chief economist at Morgan Stanley.

"Over time, I suspect that this co-dependency will diminish as Chinese rebalancing shifts the structure of demand away from exports toward internal private consumption," he said.

Roach said that as China then shifts from surplus savings to savings absorption, it will have less excess savings to lend to the U.S. — a potentially problematic outcome in light of a savings problem in the U.S. that is likely to go from bad to worse as federal budget deficits expand sharply in the years ahead.



**I think he (Trump) genuinely believes that bilateral trade deficits are bad. He is not the only one. He is just the loudest voice."**

SIMON LESTER  
RESEARCHER AT THE CATO  
INSTITUTE

"This 'asymmetrical rebalancing' — with China saving less and the U.S. squandering the opportunity to rebuild savings — was always the greatest risk of codependency," said Roach, author of the 2014 book *Unbalanced: The Codependency of America and China*.

China's economic rebalancing started after the global financial crisis in 2008 to avoid the so-called middle-income trap and to shift its economy from a model driven by exports and debt-fueled investment to a more sustainable model driven by domestic consumption, innovation and moving up the global supply chain.

This has been a remarkable success as the consumption, services and technology sectors have become new engines for China's economic growth.

A report by consultants McKinsey in May said that from high-tech unicorns to specialty chemicals, China's economy is moving swiftly beyond its lower-margin roots. (Unicorn is a term used to denote a startup company whose valuation exceeds \$1 billion).

The report said China's e-commerce market has come from almost nowhere to become the largest in the world, accounting for more than 40 percent of global transactions in the sector. China's mobile payments are 11 times the value of those in the U.S. thanks to consumers' early embrace of the technology.

China has also impressed the world with its rapid infrastructure development, from high-speed railways to airports, bridges, highways and subway systems.

The rapid progress has made China not only a trade partner but also increasingly a competitor to the U.S. and other advanced economies. The growing economic relationship has also resulted in more friction.

For years, China and the U.S. engaged in dialogue, such as the annual Strategic & Economic Dialogue and



From top: A Boeing factory in South Carolina. WANG YING / XINHUA  
A shop assistant in China presents the iPhone X.

LIZHIHAO / FOR CHINA DAILY

A pecan farmer in Georgia with some of his crops. XINHUA

the Joint Commission on Commerce and Trade, to address each other's concerns, from government subsidies and intellectual property rights protection to restrictions on high-tech exports and investment.

Trump, however, has torn up that script. Instead of engaging in dialogue, he has initiated and threatened tariffs on China and the rest of the world, including using the outdated Section 301 of the U.S. Trade Act of 1974 — which authorizes the president to take action, including retaliation, against foreign governments in certain cases — and national security as excuses.

Simon Lester, a researcher at the Cato Institute who

worked as a legal affairs officer at the Appellate Body Secretariat of the World Trade Organization, said the U.S. will lose any case against the Section 301 tariffs, but litigation might take years.

"I think he (Trump) genuinely believes that bilateral trade deficits are bad. He is not the only one. He is just the loudest voice," Lester said.

Henry Levine, a senior adviser at consulting firm Albright Stonebridge Group and former U.S. deputy assistant secretary of commerce, said Trump's decision to impose punitive tariffs on China reflects two of his deeply held, long-term beliefs. These are that trade

is a zero-sum game and that other countries have for decades been taking advantage of the U.S. by running trade surpluses with it and depending on it for security guarantees without paying their fair share.

Most economists disagree with Trump's view on trade deficits, and Lester said he could line up 1,000 economists to explain why it is misguided. The U.S. has been running a trade deficit every year since 1976, a deficit caused largely by U.S. fiscal policy, the low domestic savings rate and the role of the dollar as a global reserve currency.

The country's trade deficit with China is misleading to the public, as China has become a multinational assembly line. The often-cited example is the iPhone, which has components from around the world. China adds about \$10 in labor costs, but this is calculated as more than \$300 in Chinese exports by U.S. Customs.

This saw the iPhone alone contribute \$15.7 billion, or 4.4 percent, of the U.S. trade deficit with China last year, according to a Reuters report.

Such complicated global supply chains led Mary Lovely, an economist at the Peterson Institute for International Economics, to conclude that Trump's Section 301 tariffs against China actually disadvantage U.S. producers and harm U.S. allies in East Asia.

David Dollar, a senior fellow at the Brookings Institution and a former U.S. Treasury emissary in Beijing, echoed the view, saying, "As the U.S. imposes tariffs (on China), half of that pain will be felt by

other countries." He added that the collateral damage will include U.S. firms that produce and operate in China.

Trump has always blamed China for the loss of U.S. jobs, but most economists believe that it is automation, rather than China or Mexico, that are responsible for U.S. job losses.

Under the administration of Barack Obama, Beijing and Washington engaged in negotiations for a Bilateral Investment Treaty, which was expected to help increase their economic interdependence in the 21st century.

About 150,000 U.S. jobs are now supported by Chinese investment, according to the Rhodium Group.

Gary Hufbauer, a nonresident senior fellow at the Peterson Institute, said analysis by himself and his colleagues shows that economic interdependence has been very beneficial for the U.S.

But he said that as long as Trump is president, there will be less interdependence of trade and investment.

"This is highly regrettable, and will cost both countries in terms of innovation and economic performance," said Hufbauer, a former deputy assistant secretary for international trade and investment policy at the U.S. Treasury Department.

In 2014, Hufbauer and his colleagues Fred Bergster and Sean Miner coauthored the book *Bridging the Pacific: Toward Free Trade and Investment Between China and the United States*, in which they argue that both countries will benefit enormously from free-trade and investment accords.

## Online sports apps gain popularity

BY ZHENG YIRAN

Jin Chi, 28, a white collar worker in Beijing, wakes up at 6 a.m. every day. Wearing his smartwatch equipped with Codoon, a GPS-supported app that keeps track of his route and time, Jin runs for 40 minutes, a habit he has kept up for three years.

In the evening he uses Keep, another mobile exercise app that instructs him in his personal strength training program.

"I use Keep one hour every day, seven days a week," Jin said. "I can't live without the app now."

"After using mobile fitness apps I seldom go to the gym. Using mobile apps to do sports is more flexible. I

can enjoy extensive strength training or a yoga course whenever and wherever I want to."

Many people today are relying on online products to support their sporty lifestyles.

A report by the Beijing market research consultancy Analysys showed that by April the number of active users of such online platforms had reached 68.5 million in China.

Online apps in the walking, running and fitness categories grab the most traffic among users, accounting for 34.3 percent, 34 percent and 18 percent respectively. *Guangchangwu*, or square dancing, cycling and yoga also represent a

considerable proportion.

"We have now entered an era in which the number of internet users will not jump dramatically, said Chen Qiaoshan, a medical analyst with Analysys.

"Traffic in the online sports sector will grow moderately, and businesses will need to compete to win market share."

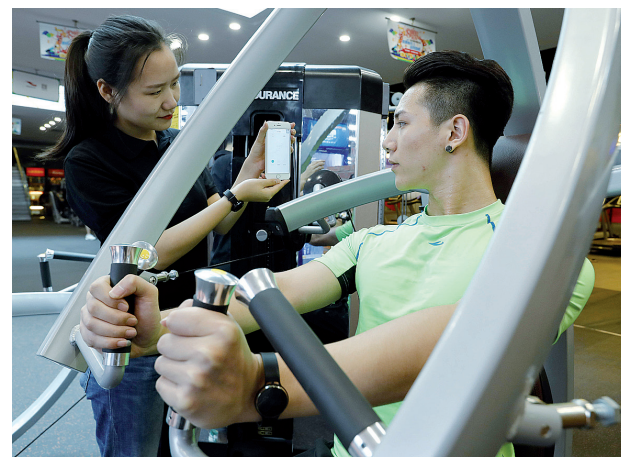
Users in different sports categories have a wide range of demands for the functionality apps offer, she said. While fitness enthusiasts value how the online apps track their sports data and plan out their training, those who aim to lose weight mainly rely on the apps to serve as a private tutor to guide, encourage and accompany

them during training, she said.

Helen Yang, who took part in a 1,699 yuan (\$346) online weight reduction course for 45 days, said she liked the flexibility that the online course offered.

"The online course costs less than hiring a private trainer in the gym. In addition, users who take part in the same course have a virtual space for chatting. We talk about fitness topics often and encourage each other in losing weight. The course has social features."

The Analysys report found that last year, the average daily use time was about 30 minutes. In July 2017 the average use time was 77 minutes. The peak times



A man looks at data displayed by a mobile phone app, which tracks the time and energy consumed, as he exercises in a gym in Beijing. XINHUA

are usually the morning and evening.

The National Development and Reform Commission said on Aug. 2 that the country's sports industry had continued to grow rapidly this year, becoming a new driver for economic development.

The added value of the sports industry is estimated to account for more than 1 percent of the country's GDP this year, with related consumption reaching 1 trillion yuan, said Ou Xiaoli, director of the commission's social development department.



# TV host and fashion icon who introduced China to the world

Yue-Sai Kan broke the mold with her 1980s travel show then launched a top cosmetics line. **Wang Linyan** reports

Today the Chinese travel and study abroad, watch blockbusters at cinemas, order international fashion brands online and do business with people from other countries.

But 32 years ago they mainly saw the outside world only by watching television at home, starting with Yue-Sai Kan's *One World*.

The 15-minute show, which aired twice a week in Chinese and later in English, was the first travel program on Chinese TV. It brought Western society to an audience of 300 million Chinese.

Viewers saw the pyramids in Egypt, the Acropolis in Greece, the River Thames in England, baseball in the United States, and much more. The show was also packed with ideas and issues.

"In those early years we talked about ecological problems, environmental problems, housing for the poor, equal rights for women in Sweden," Kan said.

"I talked about things like that, which they (Chinese people) hadn't even started to think about at that time. The goal was to give a global view to the Chinese audience."

The show lasted a year, running for 48 episodes on China Central Television, the State broadcaster, and covering 14 countries. It made Kan the most-watched TV personality in the country.

The most remarkable part, Kan said, was that so



many Chinese had not seen anything about the outside world before her program. It changed "the vision and mindset" of the Chinese people, she said.

"So many people would say to me, 'I never knew the outside world was like this. You really inspired me.'"

The program put her in the spotlight, winning rave reviews in the media and countless letters from fans. One magazine called her a modern-day Marco Polo, while The New York Times wrote, "Yue-Sai Kan's work augurs well not only for China and the U.S. but also for the rest of the world."

"During my trips to China in the past year, I have been greeted with such great hospitality and affection, as if I were a returning relative



Top: Yue-Sai Kan demonstrates makeup for customers in a shopping center in Shanghai in 1996. Above: Kan presents her TV show *One World* from Brazil, in 1986. PHOTOS PROVIDED TO CHINA DAILY

or a long-separated friend," Kan wrote in her memoirs, also titled *One World*.

"Everywhere I went I was deeply touched by the genuine warmth I encountered."

The book, published in 1987, came after Ai Zhisheng,

then minister of radio, television and film, asked her to write about how she made the TV program.

"He said, 'We don't know how to make TV shows. This book will teach the Chinese people how to,'" she said.

At the time, CCTV

broadcast for just six hours a day, "so that's one of the most outstanding things I'd heard", she said.

Kan's trademark haircut, known as the Yue-Sai hairdo, and her Western makeup and clothes fascinated people in the 1980s, when women dressed in a similar style and looked the same, with short haircuts and no makeup.

"It was really an alien idea to smear lipstick on your lips," she said, speaking in her New York apartment.

"Only actresses at that time used lipstick."

Kan launched cosmetics under her Yue-Sai brand in Shanghai in September 1992, two years after she had registered a company in Shenzhen. The first day's sales brought in 20,000 yuan (about \$3,600 at the time).

"It was like a breath of fresh air, just like in television," Kan said. "We basically colorized the whole country."

Kan is also credited as being the first TV journalist to connect East and West with the creation of her award-winning weekly show *Looking East*, which aired in the United States.

The program was her first major production and the first of its kind to introduce American audiences to Asian cultures in countries including Thailand, Malaysia and Singapore.

Having observed that the West knew little about Asia, particularly China, Kan believed it was her duty to help the U.S. and China get to know each other better. She also produced and hosted a documentary in 1988 called *Journey Through a Changing China*.

Kan has a charity that has built schools and libraries and provided scholarships to underprivileged students in high schools and universities in China, including in her native Guilin, where she lived until she was 2 years old. Her family first moved to Hong Kong and then the U.S.

In March, she returned to her birthplace, a Qing Dynasty-style building called Yanshan Garden, which has been turned into a picturesque park.

Kan said she was happy to see the growth that has taken place in her hometown and across China.

"I'd bet on China," she said.



Yan Ran (front), chairman of Shaolin Temple U.S.A., and kung fu instructors practice at a Shaolin culture center in San Francisco. LIA ZHU / CHINA DAILY

## Kung fu skill helps light up life path

BY LIA ZHU

Like any other boy, Jason Luo wanted to be strong, so he started practicing kung fu eight years ago. As he grows he finds that he has honed skills that can help prepare him for the future.

"I started out because I had too much energy, and then I thought this was a good place to release it," said Jason, 14, who lives in the San Francisco Bay Area.

"As I got older this was not just a place to vent all my energy, not only exercise, but to use as a stepping stone for something I need in the future, like college applications."

Jason enrolled in a Shaolin kung fu program eight years ago and has been practicing almost every day since.

He is much healthier now and a lot more confident after having taken part in competitions, he said.

"I build confidence when hundreds and thousands of people are watching me doing what I'm prepared for. That's a very helpful skill

that I developed through this program."

Chinese kung fu became popular among Westerners thanks to Bruce Lee and Jet Li, but more people study the traditional Chinese martial art because they benefit from it, said Yan Ran, chairman of Shaolin Temple U.S.A., a nonprofit organization committed to promoting Shaolin kung fu in the United States.

Since the organization was founded in 2007, four centers have been set up in the Bay Area and another in Herndon, Virginia, with more than 2,000 students enrolled.

For more than 1,500 years the monks of Shaolin Temple have been practicing Chan Buddhism through martial arts. Shaolin kung fu is the best-known forms of ancient Chinese martial arts and the Chinese government listed as a national intangible cultural heritage in 2007.

Among Shaolin Temple U.S.A.'s students, about 70 percent of them come from non-Chinese backgrounds.

## Rail: The toil of laying down iron

FROM PAGE 1

The First Transcontinental Railroad, originally known as the Pacific Railroad, was a 1,907-mile continuous track completed on May 10, 1869, linking the Pacific west coast with the Atlantic east coast for the first time in U.S. history.

Fong's great-grandfather worked on the railroad from 1897 to 1898 before he fell ill and returned to China.

"It was hard work," he said. "There was no labor protection; you had to work long hours and workers were easily exploited back then."

Fong only learned about the role of Chinese workers in the railroad when he attended an Asian-American studies class in college.

"I was surprised that we had such a long history. People need to know they sacrificed a lot, including their lives, to build the railroad. It's a significant part of history."

The railroad, which took six years to build, was one of the most remarkable feats of engineering in the 19th century.

Chinese laborers joined the workforce for the western section, the most arduous phase of the construction, because workers from Ireland were reluctant to undertake such hazardous work.

The Chinese workers set a record for laying 10 miles and 56 feet of track in 12 hours and foremen considered them indispensable.

California Governor Leland Stanford reported to congress in 1865: "Without them (Chinese



A section of track on the Humboldt Plains stretches into the distance at the same site as it did 150 years ago, as photographed by Hart in those days (below). PHOTOS PROVIDED TO CHINA DAILY

workers), it would be impossible to complete the western portion of this great national enterprise, within the time required by the Acts of Congress."

Chinese workers, desperate for work to support their families, left their towns and villages in Guangdong province, which were then blighted by poverty and unrest, and boarded ships bound for California.

Historians estimate that at any one time as many as 10,000 to 15,000 Chinese laborers were working on construction of the railroad between 1865 and 1869.

The most hazardous sections of the route included the construction of tunnels at high elevations through the mountains of the Sierra Nevada range.

In winter, fierce blizzards would often block tunnel entrances and trigger avalanches that swept away the worker's camps — carrying many of them to their deaths, according to the Stanford project.



It is estimated that nearly 1,200 Chinese railroad workers died from work-related accidents, avalanches and explosions while toiling through the Sierra Nevada.

In honor of the Chinese workers and their sacrifices, the California Assembly passed a resolution last year to designate May 10 as California Chinese Railroad Workers Memorial Day.

"As a fourth-generation Chinese American, I think it is very important for all Americans to

commemorate the historical significance of the experiences of Chinese railroad workers," said Evan Low, California Assembly member and author of the resolution.

Next year marks the 150th anniversary of the First Transcontinental Railroad. Celebrations to mark the occasion will include a commemorative ceremony at the Chinese American Memorial Museum in San Jose History Park.