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## The American Chamber of Commerce

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### PHILIPPINE ISLANDS

(Member Chamber of Commerce of the United States)

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### LOOKING FORWARD

The undersigned can not escape the conviction, and therefore can not refrain from expressing it, that the trade relations of the Philippines with the United States are the most pressing mutual problem between congress and the Philippine legislature. More, they are the most pressing problem pending between the American people and these islands. The means of solving them should be set up without delay. While they remain unsolved and nothing is done toward their solution, they will remain entangled with the question of the political future of the islands. We contend that they should be set apart for independent discussion. How far the Philippines could then make their rights hold would depend upon the market in the islands they offered American manufactures in exchange for the free-entry American market for their products.

That might be quite far. No one can tell. The question at issue, sugar, cordage and coconut oil quantities, have not been technically examined either here or in Washington. Experts should be set to examining them, to the end that congress and the Philippine legislature have full light on them. Brief laws, independent of political laws, could put the findings into effect. Faith should prevail from the out-

set that congress will do the islands no injustice.

Economic and social considerations should bring the Philippines around to this view of their export commerce to the United States. It will be most regrettable if they fail to do so. They surely would do so, and that quickly, were it not for the fact that opinion that finds expression here is still predominantly that opinion only that is expressed by the man of landed wealth who is a dilettante in the professions, politics included, who is kept by share rents and is usually as indifferent as he is uninformed as to where, beyond the merchant to whom he sells, his products go. It is true that of late he is receiving some enlightenment about this, true that at last he is receptive to this enlightenment: the hour of his response may be at hand.

Our climate, soil and varied rainfall make diversified industries possible; none should grow out of balance with the others. The regulatory power of congress is not arbitrarily against the islands' welfare, it is beneficial to them. Industries must have assurance as to the future. But the accords, to be technically based, not partisanly, should not confound cordage and oil with sugar. Oil particularly has a case apart. It is complained of by the dairy interests in America, yet the value of American dairy products sold here exceeds the value of Philippine coconut oil sold in America. This simple fact shows the give-and-take view that might be impressed upon congress if these trade questions were separately taken up, aside from politics and with the admission that congress has control of them.

Disaster, sudden and swift, may be the price of delay.

Enjoying American sovereignty with constantly extending autonomy, the Philippines have the basic right of petition to congress. This right should be enough to settle the trade questions. The islands' argument is, of course, the market they provide American manufactures. The recent tariff

legislation was frankly designed to benefit this trade. Petition, then, that time be given for it to have effect. Petition too for the technical men, whose findings might lead to widening the Philippine market for American goods. This market might be extended, by our banks and exporters who may be interested, more widely through the orient—Manila the base of distribution.

What is meant is, local capital concerned in marketing Philippine products in America might equally concern itself with marketing American goods here and throughout nearby countries—to the end that its free-entry quotas be as high as possible and the trade between America and the islands be fairly balanced.

### SUBSIDIZE AVIATION

A local airtaxi company has bought its fourth plane, a six-passenger affair able to fly between Baguio and Manila in an hour. Commercial aviation is desirable here and deserves to be supported by mail subsidies. Discretion to do this lies with the executive department. Whenever a flight is to be made with paying passengers, the government ought to help the passengers, the company and the public by sending along the letter mail and paying liberally for its transportation—thus cutting down the cost of the passengers' tickets and giving the company a chance to popularize its service and eventually succeed.—W. R.

### CONSOLATION

Dear brother, when you've paid and paid  
From all the store by you've laid

In taxes old and taxes new  
And nuisance taxes not a few

Think not of aerial stroke  
When all these evils leave you broke

But join that favored vaunted clan  
Of Teddy's—be a little man.

You'll then a homestead have at once  
And work as well, unless a dunce,

The laws, the personnel, the call  
Of government right at your call—

No need tomorrow's project plan  
When you've become a little man;

Seek not ambition's distant ken,  
On dole subsist, with little men.

### TAYO-TAYO\*

Reorganizing's on full swing,  
With patronage to spread it;  
On cringing ears its mandates ring,  
All public servants dread it.

The clerk for his beloved desk  
And salary is pining;  
The secure that held no risk,  
Its holder now is whining.

But there is one who shoulders not  
Amid the demolition,  
Who powerful comrades got  
Will still keep his position.

For *tayo-tayo* doth alone  
And keep the best dog under.  
To give the favored cur the bone!  
Though heaven rend asunder!

\**Tayo-tayo* as applied to politics expresses in Tagalog what Americans mean by pull in the sling sense. One way of obtaining it is to have the man over you and other officials of influence stand sponsors for your child, when they are there or when they marry; these men are then your *gospis*, or *compadres*.