



SHIPPING REVIEW

By H. M. CAVENDER

General Agent, The Robert Dollar Company



With the movement of new crop sugar under way there is an improvement in the cargo situation for the past month over that of several months previous. The weak spot is still the Pacific coast, although there are indications of a more normal movement to that market. Copra, lumber and hemp are still moving only in fair quantities.

To the Atlantic coast conditions are fair, with hemp moving somewhat more freely, although this is still a weak point. Lumber continues to move in fair quantities and it is predicted that there will be a considerably increased volume when that market is really developed. There is an improvement shown in the movement of general cargo to that market.

On the European berth shipments continue in satisfactory volume, with copra meal and cake quite active and lumber, hemp and general cargo moving in about normal quantities.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of October, 1929, to China and Japan ports 11,581 tons with a total of 45 sailings, of which 3,840 tons were carried in American bottoms with 9 sailings; To Pacific coast for local delivery 26,926 tons with a total of 16 sailings, of which 17,897 tons were carried in American bottoms with 11 sailings; To Pacific coast for overland delivery 604 tons with a total of 9 sailings, of which 384 tons were carried in

American bottoms with 6 sailings; To Pacific coast for intercoastal 2355 tons with a total of 10 sailings, of which 2169 tons were carried in American bottoms with 9 sailings; To Atlantic coast 26,945 tons with a total of 16 sailings, of which 16,412 tons were carried in American bottoms with 5 sailings; To European ports 23,204 tons with a total of 21 sailings, of which 211 tons were carried in American bottoms with 2 sailings; To Australian ports 1529 tons with a total of 5 sailings, of which American bottoms carried none; a grand total of 93,204 tons with a total of 73 sailings, of which American bottoms carried 41,239 tons with 16 sailings.

The month of November in Trans-pacific passenger business, according to available statistics, showed favorably with the same period of last year. November is always a very good month for passenger business to the Pacific coast, as many people leave at that time to be in the United States and Canada for Christmas and New Year. Round-the-World traffic is steadily increasing and shows material gains over the same period last year. It is particularly noted that tourists are spending a longer time in Manila than in past years. Heretofore tourists have been staying for a period of only 2 or 3 days, but owing to the fact that steamship companies are lending their facilities toward advertising the Philippines, tourists are realizing that considerably more time may be spent in the Islands at a great advantage. The Philippine Tourist Bureau, which was organized some two months ago, when in full swing, will help the situation immeasurably.

The Dollar Line has recently established a precedent wherein it requires all Passengers on Trans-pacific vessels to make a trip to Baguio so that they may be enabled to tell incoming tourists of this beautiful resort. This is a measure instituted to cooperate with the Philippine Tourist Bureau. All lines should work with this tourist bureau in its efforts to place the Philippines before the traveling public.

Steering traffic to Honolulu continues in a very favorable manner to the extent that all space has been booked ahead indefinitely. Traffic to the United States has not been heavy for the reason that laborers have been required in the fields for the rice harvest. However, after Christmas this traffic will increase rapidly. For the present, because of the yet limited space to the United States via Honolulu, this traffic must necessarily move through the Port of Seattle.

The following figures show passenger traffic moving during the month of November: (first figure represents first-class, second figure steerage) To China and Japan, 207-328; To Honolulu, 2-850; To Pacific Coast, 87-120; To Singapore and Straits Settlements, 20-10; To Mediterranean Ports, 11-1; To America via Suez, 0-1, or a total of 327 First Class and 1226 Steerage passengers departing from the Philippines.

L. Everett, Inc., have been appointed managing agents of the Southern Transport & Trading Co., whose steamer *Southern Trader* was formally turned over to the new agents on Monday, November 18, and was dispatched on Saturday, November 23, for Iloilo, Cebu, Zamboanga and Davao.

The *Southern Trader* is a vessel of 1518 tons net register, capable of lifting 4000 tons deadweight. She has four hatches served by eight cargo booms and is equipped with heavy lift gear to handle up to 10 tons. Chill-room space will accommodate about 12 tons of refrigerator cargo. The passenger accommodations consist of five cabins for first class, recently refitted throughout, and the third class will take care of 84 persons.

The new agents announce that the vessel will be operated in their regular service to Cebu, Zamboanga and Davao, calling at other ports as indentments offer.

Addition of the *Southern Trader* gives L. Everett, Inc., three vessels in the inter-island trade—the others being the Philippine Steam Navigation Co.'s passenger freight steamer *Kiana*, a popular vessel in the fortnightly service between Manila and Cebu, Dumaguete, Zamboanga, Cotabato and Jolo and the *Flour-de-D*, running on a fortnightly schedule between Manila and Legaspi, Talibao. They also have been appointed agents for the *M/S Kolambagan*, a vessel of 1400 tons deadweight, recently completed in Hongkong yards for the Compañia Naviera de Cebu. She will be placed in the Manila-Manila trade shortly.

Mr. Everett, whose headquarters are in Shanghai, was a recent visitor to Manila. He expressed his confidence in the development of the inter-island carrying trade, especially in the Mindanao section, and stated that his company and associates had plans for still further expansion with combination passenger and freight vessels of accelerated speed for the near future.

L. Everett, Inc., are also general agents of the Orient for the American Pioneer and American Gulf Orient Lines, operating regular fast freight services between the North Atlantic and Gulf coasts and the Orient.

Manila to New York via Suez and Europe

See the Old World on your trip home. Stops of several days in many ports. You can travel through Europe and catch our boat for New York via Southampton, England, at Bremen. "The Most Interesting Trip In The World."

NORDDEUTSCHER LLOYD

Zueilig & von Knobelsdorff

Agents

90 Rosario, Manila

Phone 22324

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Shipping Personals

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Geo. J. McCarthy, assistant general passenger agent for The Robert Dollar Co. with headquarters in Shanghai, accompanied by Mrs. McCarthy, arrived in Manila December 3 aboard the Round-the-World Lancer *President Wilson* and departed for Shanghai December 7 aboard the *SS President Grant*. Mr. McCarthy was on a business trip in the interests of his company.

G. A. Harrell, district passenger agent in the Philippines for The Robert Dollar Co., accompanied by Mrs. Harrell and young daughter, returned to his post in Manila November 11 aboard the *SS President Taft*, after a five months' holiday in the United States.

L. Everett, president of L. Everett, Inc., arrived in Manila October 23 aboard the *SS Empress of Asia* from Shanghai and after spending some time in Manila in the interests of his company, returned to Shanghai November 15 aboard the *SS President Taft*.

G. P. Bradford, general agent, L. Everett, Inc., Manila, returned from Southern Islands aboard the *SS Kinau* November 13.

H. M. Cavender, general agent, The Robert Dollar Co., Manila, returned to Manila November 7 aboard the *SS Stuart Dollar*, after a three weeks' absence thru Southern ports.

J. B. Lanyon, representative of the Blue Funnel Line, arrived in Manila November 5 aboard the *SS President Johnson*, and in company with Neil Macleod, manager, shipping department, Smith, Bell & Co., Ltd., Manila, left Manila November 6 aboard the *SS Panay* for Cebu. Mr. Macleod returned to Manila from Cebu aboard the *SS Bohol* November 15. Mr. Lanyon continuing thru Southern Philippine ports to Kolabanguan and Davao, and thence to Sandakan, British North Borneo. Mr. Lanyon is expected to return to Manila December 6 aboard the *SS St. Albans*. Mr. Lanyon, accompanied by Mr. Neil Macleod, expects to leave Manila again December 7 for Iloilo and Negros aboard the *SS Viscaya*.

COPRA AND ITS PRODUCTS

THE SUNDRIED COPIRA
Vice-President and Manager, Copra Milling Corporation



The local market for copra has been quiet but steady during the entire month of November with production in the Philippine archipelago very unsatisfactory. During the last half of the month, prices at primary points were advanced, but at this writing are reported somewhat easier.

The European copra market has fluctuated between comparatively narrow limits during the month and is today reported steady at £22-2-6 for Sundried. Notwithstanding light production in the Philippines, the U. S. copra market has ruled quiet during November with only fair interest displayed at asking prices. While heavier production during the month of December up to the Christmas holidays is expected, at the same time we do not look for materially lower prices at Manila up to the end of the year. Latest cable advices follow:

London F. M. M. £21-15-0
Sundried £22-2-6
San Francisco buyers 4-1/4 cents
Manila Buen-Corriente P9.25 to P9.37-1/2
Resendado buyers P10.37-1/2

COCONUT OILS.—With ample stocks of competing Fats and Oils and under the depressing influence of stock market conditions, U. S. trading in this commodity was comparatively light during the month of November. Sales were reported from the Philippines up through June 1930 at 7 cents c. i. f. Atlantic coast ports. At San Francisco the market is reported at 6-5/8 to 6-3/4 cents per pound f. o. b. tank cars. There are buyers today at 6-3/4 cents c. i. f. New York with no sellers. Latest advices follow:

San Francisco 6-5/8 cents f. o. b. tank cars
New York buyers 6-3/4 C. I. F.
Sellers 7 cents C. I. F.
Manila 29 centavos per kilo
ex tank
30-1/2 centavos per kilo delivered in drums.

COPRA CAKE.—Pressure of resales with very light demand has characterized the Continental copra cake market during the month under review. Very little trading is reported for shipment from Manila, and local mills are not inclined to meet buyers' ideas on bids received. Latest advices follow:

Hamburg, January shipment £8-2-6
San Francisco No quotations.
Manila sellers P58.00 to P60.00 per metric ton ex-godown
Buyers P34.00 to P55.00.

C'est La Guerre

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ever-expanding trade. Japan is gradually ousting Great Britain in China. "Dominions cry loudly for protection against the bogey of the 'Yellow Peril.'" So Britain looks a long way ahead and prepares against her old-time ally. Japan also looks a long way into the future, determined at all hazards to preserve her independence and industrial prosperity.

While these great Powers are armageddon in the day when friends may be turned into foes, America pursues the even tenor of her way, oblivious over the expense of a few light cruisers, and withholds appropriations that will maintain its fighting forces in a state of efficiency. Secure in her isolation, her great wealth and unlimited resources, and misled by European propagandists, America leisurely arms only against a possible menace in the Pacific, while forces in Europe are in motion to bring about her downfall.—*Living Age.*

BAGUIO NIGHT TRAINS

FOR 1929-1930 SEASON

WEEKLY SPECIAL SERVICE

Train Drawn by Oil-Burning Locomotive

Powerful—Clean—No Cinders

DeLuxe Cars with Sleeping Berths and Buffet Service

The BAGUIO NIGHT SPECIAL leaves Manila at 11:00 P. M. every Friday night, returning from San Fernando at 8:40 P. M. and from Damortis at 10:30 P. M. the following Sunday.

For trip on Friday, December 20, on account of the Christmas Week, the NIGHT SPECIAL will return to Manila the following Wednesday, December 25. For trip on Friday, December 27, it will return on Wednesday, January 1, instead of Sunday.

Connection with Benguet Auto Line at Damortis to and from Baguio.

On northbound trip, passengers leave promptly after arrival of train at Damortis and reach Baguio before 8:00 A. M. and from Baguio, first class busses and automobiles leave at 8:00 P. M. and third class at 6:30 P. M., arriving at Damortis in time to connect with the BAGUIO NIGHT SPECIAL train.

RATES

| | 1st Class | 3rd Class |
|--|-----------|-----------|
| Manila-Baguio, one way | P14.33 | P 5.64 |
| 120 days, Manila-Baguio, round trip | 23.32 | 10.28 |
| Manila-Damortis, one way | 9.88 | 3.14 |
| 120 days, Manila-Damortis, round trip | 13.82 | — |
| Manila-San Fernando, U., one way | 10.64 | 3.76 |
| 120 days, Manila-San Fernando U., round trip | 16.46 | — |
| Sleeper berth, each way | 5.00 | — |

Both single and round trip tickets to Baguio may be purchased at stations between Manila and San Fabian where BAGUIO NIGHT EXPRESS train is scheduled to stop. All classes of tickets, one way and round trip, are good on these trains between points mentioned in the train schedule.

For northbound trip sleeping car reservations should be made and tickets purchased at Manila Station (Tutuban) or Manila Railroad City Office, 519 Dasmariñas, telephone 2-31-83, near Peoples Bank. For southbound trip reservations should be made at Benguet Auto Line station, Baguio, or railroad stations at which this train stops. Baggage, Express parcels and C. O. D. shipments will be handled to or from Baguio at stations mentioned on train schedule.

Express rates on automobiles when owner holds first class ticket to destination of the automobile:

| | One way | Round trip |
|------------------------|---------|------------|
| Manila-Damortis | P22.20 | P41.48 |
| Manila-San Fernando U. | 36.80 | 69.54 |

BAGUIO NIGHT SPECIAL makes connection with Northern Luzon Transportation at San Fernando, La Union, where it arrives at 7:37 A. M., enabling travelers to Ilocos provinces to reach destination on the same day.

Manila Railroad Company