



SHIPPING REVIEW

BY H. M. CAVENDER

General Agent, The Robert Dollar Company



During August owners found in general the Philippine berth quiet, with smaller and fewer parcels of freight offering than during the previous month. About the only real exception to this was found in the U. K. and Continental trade, where owners were offered considerable hemp. Other commodities to the U. K. and Continent likewise, but

to a lesser degree, held up in comparison to previous months, which gave vessels on that berth fairly satisfactory returns. Although copra cake does not make up a large percentage of the cargo offering on this berth, during the month under discussion there was an unusual amount of this commodity moving. Only small and occasional sugar parcels were offered for shipment to the U. S. Eastern Coast. This was not unexpected, for the reason that only a few thousand tons are used during this off-season and anything produced over and above the production can be classified as clean-up parcels. They are small and only occasional.

The Atlantic berth was extremely quiet and it is not expected that there will be an early revival, as the hemp market is somewhat disturbed; prices are low, little offering for early shipment. Very much like the Atlantic movement, cargo transpacific offered only in small parcels, showing a decided decrease compared

with the past two or three months, coconut oil in bulk being decidedly off in the market and a decline in the movement of copra in bulk. About the only commodities which held their own were logs and sawn lumber. China and Japan seemed to take the usual amount of Philippine exports, primarily made up from hemp, logs and sawn lumber.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of July, 1929: To China and Japan ports, 12,740 tons with a total of 48 sailings, of which 4160 tons were carried in American bottoms with 15 sailings; to the Pacific coast for local delivery, 25,813 tons with a total of 14 sailings, of which 24,224 tons were carried in American bottoms with 11 sailings; to the Pacific coast for overland delivery, 714 tons with a total of 8 sailings, of which 452 tons were carried in American bottoms with 6 sailings; to the Pacific coast for intercoastal, 2,435 tons with a total of 10 sailings, of which 2,435 tons were carried in American bottoms with 10 sailings; to the Atlantic coast, 50,621 tons with a total of 21 sailings, of which 24,805 tons were carried in American bottoms with 6 sailings; to European ports, 21,181 tons with a total of 23 sailings, of which 228 tons were carried in American bottoms with 2 sailings; to Australian ports, 1,900 tons with a total of 10 sailings, of which American bottoms carried none; a grand total of 115,404 tons with a total of 84 sailings, of which American bottoms carried 56,304 tons with 19 sailings.

Passenger traffic during the month of August fell off considerably; due to U. S. Quarantine regulations steerage traffic especially was seriously affected, passenger lines being allowed to carry 25% of the licensed berthing capacity. (First figure represents first class, second figure steerage): To China and Japan, 189-273; to Honolulu, 0-249; to the Pacific coast, 85-199; to Singapore and Straits Settlements, 16-9; to Mediterranean Ports, 6-0.

R. Stanley Dollar, vice-president of the Dollar Steamship Line, announced in San Francisco this week award of the contract for the reconditioning of the liner *Mongolia* to the Newport News Shipbuilding and Dry Dock Co. The vessel was recently purchased by the Dollar Line.

The *Mongolia* is to be dispatched to Newport News from New York on October 14, which date will mark the completion of her last voyage in the intercoastal trade for the Panama Pacific Line, and at which time she will be formally turned over to the Dollar Line.

Work on the *Mongolia* will be virtually the same as that done on the *President Johnson* (ex-*Manchuria*) which cost approximately \$500,000. Passenger accommodations will be thoroughly overhauled and improved and increased to more than 200 in first class.

Reconditioning of the *Mongolia* is to be completed before the end of the year. The vessel will then be renamed after one of the Presidents and entered in one of the Dollar Line services.

Important to the Philippines was that part of the recent Dollar announcement with reference to the reincorporation of a one hundred million dollar company to be known as Dollar Steamship Line, Ltd., Inc., under the laws of the State of Delaware and the expansion of the company's services to the Philippine interisland trade by the construction of two fast vessels specially suited for interisland service.

The passenger-freight steamer *Kinau* has been acquired by the Philippine Steam Navigation Co. for operation in the Philippine Coastwise trade. She is an oil burner, 195 ft. long, 33 ft. beam, 16 ft. draft, equipped to carry 50 first class and 50 third class passengers. She will operate on a fortnightly schedule between Manila, Cebu, Dumaguete, Zamboanga, Cotabato and Jolo. The management announces that a schedule will be strictly maintained and that the vessel will arrive and depart exactly on time, weather conditions permitting. The accommodations for first class passengers are on two decks, all outside, large and well ventilated, two-berth staterooms, equipped with spring beds, running water, electric fans, ceiling and bed lights.

The public rooms consist of a large dining saloon, social hall and commodious smoking room, in conjunction with which a well stocked bar will be open from 8:00 a. m. to midnight daily. The vessel was refitted in Manila and electric refrigeration provided to guarantee an adequate supply of ice, cold water and perishable food stuffs. Meal service will include both Spanish and American menus. The vessel is equipped with twin decks and modern cargo handling machinery and side ports, making it possible to load and discharge with a minimum risk of breakage. The company's managing agents are L. Everett, Inc., 228 Pacific Building, Manila.

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It was officially announced during August that Spencer, Kellogg and Sons, Inc., largest manufacturers of coconut oil in the Philippines, acquired by purchase from T. P. Gallagher & Co., Inc., of New York, the Atlantic Oriental Tank Line. The fleet consists of five tankers, *Cedarhurst, Vaba, Darden, Romulus, and Gladysbe*. The transaction is reported as involving five million pesos and Spencer, Kellogg will continue the present monthly service maintained between the Philippines, New York and New Orleans.

H. M. Hunt, general agent, States Steamship Co., accompanied by his family, departed for the United States via Vancouver aboard the *ss Empress of Russia*, August 16. Mr. Hunt is returning to the general office at Portland, Oregon.

Mr. Van Niewenhuyse, general agent for the Eastern and Philippines Shipping Agencies, Ltd., Manila, motored to San Fernando, La Union, and Baguio during August in the interest of tourist trade.

W. L. Applegate, president, Luzon Stevedoring Co., left Manila for the southern islands July 29 aboard the *ss Salvager* and returned to Manila August 18 aboard the *ss Tango Maru*.

J. O. Foyle, connected with the freight department, The Robert Dollar Co., underwent an operation for appendicitis at St. Paul's, August 25. Mr. Foyle's recovery was rapid and we are glad to know that he was able to leave the hospital on September 4.

C. C. Black, oriental manager of the Prince Line, with headquarters in Hongkong, arrived in Manila August 10 aboard the *ss President Madison* for a short business call. Mr. Black departed for Hongkong August 23.

Jean Cochet, general agent for the Far East, Compagnie des Messageries Maritimes, with headquarters at Shanghai, arrived in Manila

August 13 aboard the *ss President Wilson* and departed for Hongkong August 17 aboard the *ss President Cleveland*. Lucian Lesdos, general agent for the same company at Hongkong, also arrived in Manila during August and in company with Mr. Cochet returned to Hongkong aboard the *ss President Cleveland*. Messrs. Cochet and Lesdos were visitors to Manila in the interests of their company.

G. B. Gibson, until recently passenger agent, shipping department, Smith, Bell & Co., Ltd., Manila, was transferred during August to Cebu, taking charge of the shipping department of the same firm there.

E. C. W. Drummond, formerly of the export department of Smith, Bell & Co., Ltd., has been advanced to the position of passenger agent with the same house at Manila.

Filipino Women Pharmacists Outnumber Men

By JUAN BARBERA
Of the Botica Boie

At the close of the college year 1928-1929, a list of the graduates in the various college courses taught in the islands was published. Once more it was demonstrated that year after year in ever increasing numbers, Filipino women are qualifying themselves for the profession of pharmacy. The feminine invasion of our profession has indeed already reached such proportions in the Philippines as to have excited alarm, and raised the cry to heaven that colleges should close their doors against women who would matriculate in the pharmacy courses.

According to official lists procured from the secretaries of pharmacy schools in the islands, in the year referred to, seventy-two men and two hundred and three women were graduated in pharmacy; the men were greatly outnumbered, as they were in the three or four years preceding. Reference to the data on students who will be graduated in pharmacy this year shows a similar disproportion between the sexes, in favor of the fairer.

Without knowing what may be transpiring in the United States and Latin America, and in Spain, relative to woman's entering the field of pharmacy, it may be said of the Philippines, these oceanic islands discovered by Magellan and El Cano, that already women are the majority of graduates in pharmacy every year, and soon they will be the majority of those practicing the profession commercially.

There are six schools of pharmacy in Manila. Four of them admit students of either sex, and

two admit only women; no school of pharmacy in the Philippines is exclusively for men, which is to say that in all the schools of pharmacy in the islands women are dominant.

The general system of education in the Philippines is similar to that in the United States, and graduates in the professions are subjected to formal examinations by examining boards of the government before being permitted to practice. And it falls out that for the past several years women have been the majority of aspirants in pharmacy. Summing up nine consecutive examinations recently given by the pharmacy examining board, 365 men and 531 women are the total number examined. Of the men, 248 were successful, or 64% of the total number of men examined; and of the women, 412, or 77%, were successful.

Of the 45 who were highest in their examination ratings, 15 are men and 30 are women; and only in two of the nine examinations did men obtain the highest rating, women taking the honors in the other seven. The average rating of the two men was 79%, and that of the seven women was 87%. Men taking up pharmacy in the Philippines rank in intelligence with men going in for other courses, and women choosing pharmacy are not above the average intelligence of women enrolled in other professional courses.

This feminine avalanche descending upon the profession of pharmacy in the Philippines evokes discussion of the future which pharmacy in the islands offers to men. Some conjecture that the

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