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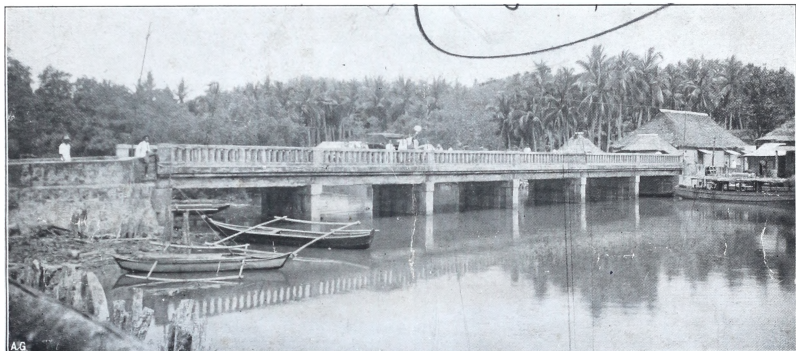
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February, 1927



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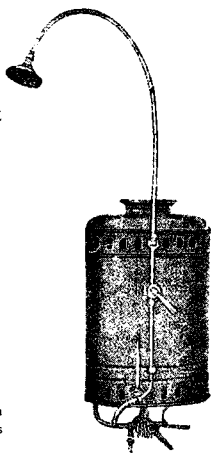
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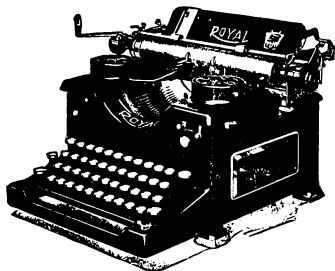
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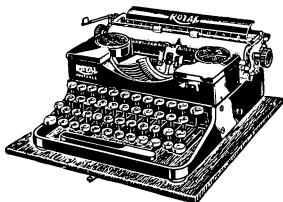
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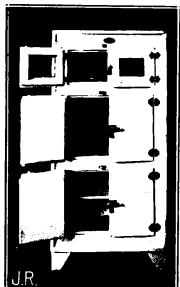
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CONTENTS FOR FEBRUARY, 1927

VOLUME VII
NUMBER 2

	Page		Page
Starting Another Year.....	5	British East India Company's Sulu Factory.....	20
Pearl, Shell and Fish Resources of Sulu (By Dr. Albert C. Herre).....	6	Jute.....	21
Sulu Royal Family Today.....	7	REVIEW OF JANUARY BUSINESS:	
Soil Resources of Sulu Archipelago.....	9	Copra (By E. A. Seidenspinner).....	22
Editorials (By Walter Robb):		Tobacco (By P. A. Meyer).....	22
Prospects.....	10	Rail Commodity Movements (By M. D. Royer).....	22
In Behalf of the Outport Calls.....	10	Shipping (By H. M. Cavender).....	24
Sales Tax Discussion.....	10	Exchange (By Stanley Williams).....	26
Far East Living Standards Advancing.....	11	Rice (By Percy A. Hill).....	27
After Five O'Clock: Speaking Personally.....	11	Real Estate (By P. D. Carman).....	27
New Matchless Scenic Roads.....	13	Sugar (By George H. Fairchild).....	27
A Quotation from Washington.....	15	Lumber: Month and Year (By Florencio Tarnesia).....	29
Complete Summary of Portworks Projects for the Year.....	17	STATISTICAL REVIEW OF COMMERCE:	
Amasa Scott Crossfield: His Work in the Philippines.....	18	Principal Exports.....	31
Parke Brown on the Philippines and the Far East.....	19	Principal Imports.....	31
		Port Statistics.....	31
		Carrying Trade.....	31
		Foreign Trade by Countries.....	31

The American Chamber of Commerce is ready and willing at all times to furnish detailed information to any American Manufacturer, Importer, Exporter or other Americans who are interested in Philippine matters. Address all communications and requests for such information to the Secretary of the Chamber No. 14 Calle Pinpin, Manila, P. I.

The American Chamber of Commerce of the Philippines is a member of the UNITED STATES CHAMBER OF COMMERCE, and is the largest and most adequately financed American Chamber of Commerce outside the continental boundaries of the United States. The organization has Twelve Hundred members, all Americans, scattered over the Philippine Archipelago from Tawi-Tawi to the Batanes. The organization of branches in all the American communities of the Asiatic Coast is being stimulated.

THE AMERICAN CHAMBER OF COMMERCE OF THE PHILIPPINE ISLANDS should not be confused with other organizations bearing similar names such as the Chamber of Commerce of the Philippines, the Philippine Chamber of Commerce, the Philippine-American Chamber of Commerce and the Manila Chamber of Commerce.

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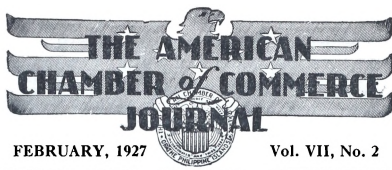
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FEBRUARY, 1927

Vol. VII, No. 2

STARTING ANOTHER YEAR



H. L. HEATH

At the seventh annual meeting of the Chamber of Commerce Saturday, January 29, Directors H. L. Heath and John W. Haussermann were reelected for terms of three years each and Alternate Director Fred A. Leas was elected to a three-year directorship. The complete directorate appears on this page, for the information of members.

Captain Heath was again chosen president of the chamber when the directors met Tuesday, February 1. Mr. Leas was chosen vice president and Judge Haussermann was chosen second vice president. Judge Haussermann left Manila three weeks ago for the United States, where he will resume his work in behalf of the chamber and of the Philippines.

The outstanding achievement of Mr. Fairchild when a director was his research in the history of the Constitution of the United States that led to the inevitable conclusion that the Congress of the United States may not legally withdraw the people's sovereignty from any territory over which it has been legally established and formally recognized at home and abroad: This might be done under coercion of defeat in war by the treaty-making power, or by constitutional amendment, but not otherwise. The thesis Mr. Fairchild so ably developed at the cost of tremendous labor both here and in the United States, has particular application to this territory, in behalf of which it was undertaken. The thesis has been widely accepted at home—where acceptance counts.

In an extended interview (some 2-1/2 columns, in fact) published prominently in the *New York Times* of December 5, President Heath talked to the point as usual, saying, for instance: "In theory the Philippines is governed by Congress: actually it is governed by an autocratic military bureau of the War Department and its assistant, the local legislature."

And had he a remedy? Here it is, in the same interview:

1927 CHAMBER DIRECTORATE

H. L. Heath, reelected director for three years, President.

Fred A. Leas (former alternate director), elected director for three years, Vice President.

John W. Haussermann, reelected director for three years, Vice President and Representative in the United States: Address, New Richmond, Ohio.

B. A. Green, continuing unexpired term as Director, Treasurer.

C. M. Cotterman, continuing unexpired term as director.

P. A. Meyer, continuing unexpired term as director.

S. F. Gaches, continuing unexpired term as director.

Robert E. Murphy, continuing unexpired term as director.

H. M. Cavender, continuing unexpired term as director.

Alternate Directors, term one year: W. L. Applegate, John L. Headington, George H. Fairchild and Walter Z. Smith. General Counsel: Ewald E. Selph. Secretary, John R. Wilson.

Territory of the Philippines it will be the first money ever spent by the United States for civil government in the Territory.



FRED A. LEAS

"The appointment of either a politician or a military man as Governor General of this territory is a mistake. The Philippine development in both its governmental and its material future is a business proposition, pure and simple, and the Governor General of this Territory should be a business man of big calibre; a man to whom pioneering our future in government and business presents no obstacles.

Such a man has a job, an interesting job, a job greater than the construction of a Panama Canal or the building of a trans-continental railroad from New York to San Francisco, for in his hands will rest the entire future contact of the United States with the swarming millions of the Far East."

Two days after this was published in the *Times*, in his own phraseology President Coolidge sent it among his recommendations to Congress. The seed was sown. It sprouted and flourished so rapidly that now there are men, going up to the bureau of insular affairs to use its grindstone, busily engaged in trying to hoe up the idea and toss it out of the field of consideration. They won't succeed. They will arouse interest; and in the arousing of genuine interest at home lies the final solution of the problem here.

"The fairest government for the Territory of the Philippines would be one in which all the applicable functions of the Federal Government would act, these functions being administered by actual assistant secretaries of the Federal Departments at Washington, these men being detailed by the President for a term of years to perform this work. These Secretaries of the Philippine Departments would exercise and execute the laws of Congress within the Philippine Territory and would be the Cabinet of the Governor General.

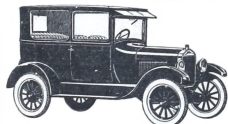
"The present Territorial Legislature would remain as it is, except that the Vice Governor would preside over the Senate, just as the Vice President of the United States presides over the Senate of the United States. This Vice Governor would be a resident of the Philippines, either an American or a Filipino, appointed by the President of the United States, holding office for the same period of time as the local elected Senators.

"If Congress will provide such a government and appropriate the necessary funds for the institution of the Federal functions within the



A. L. AMMEN

A. L. Ammen, well known Philippine business man and owner of large land transportation interests here, was reported to have suffered a heart stroke at his home in California a few weeks ago. Word has come from him since that his physicians predict his complete recovery and that his heart is not impaired.



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The Pearl, Shell and Fish Resources of Sulu

Great Sea Wealth Awaits Application of Capital

By DR. ALBERT C. HERRE, Chief, Fisheries Division, Bureau of Science, Manila

Fish and Fishermen—Only Capital Lacking to Build Big Sulu Sea Industry.

When Sinbad the sailor and his associate Arab merchants of long ago, half adventurers, half pirates, set off for those mysterious lands whence cinnamon, pepper, nutmeg and silk were obtained, among the most precious rarities brought back by them were the pearls of Sulu. (These were the most beautiful and the most prized of pearls.

far surpassing those of the Persian gulf and other beds known from remotest antiquity. During all the centuries between, Sulu pearls have surpassed others in beauty and desirability, although it is true that at the present time the pearl fisheries of Sulu no longer hold first place since the great development along the coast of tropical Australia in recent years.

For ages the Samals, those noted pirates who dwell on the small islands clustered about Tawi Tawi, have dived for pearls. Until recently the datus and the Sultan of Sulu claimed the lion's share of all pearls found in their respective territories. These lustrous gems were traded for silks, weapons, brass, women, and other highly prized commodities, but many of the finest were retained for their own personal adornment or to decorate the favorite of the harem. Their methods of fishing were not such as ever seriously to deplete the beds. While it is true that an occasional individual was able to go down 15 or even more fathoms, most of the naked divers do not go below six fathoms. With the advent of armored divers, the range of operations was much extended. However, these last do most of their work at depths of not to exceed nine or ten fathoms, though sometimes they go as deep as 18 or 20 fathoms. The pearl beds of the Sulu sea are more or less intersected by deep channels and crossed by swift currents, so that it is not possible to strip the beds completely. The chief pearl beds of the Sulu archipelago are as follows:

In the channels between the main island of Jolo and the small islands lying north of it and in Jolo channel.

The Tapul pearl beds around the islands of Tapul, Siasi, Lapak, and the small islands adjacent.

The Tawi Tawi pearl beds including all the islands and reefs east and south of the main island of Tawi Tawi.

The Sibutu pearl beds including the islands, reefs and shoals known as the Sibutu group.

The Lapanar pearl beds including Pearl Bank, Lapanar and many adjacent islets and reefs.

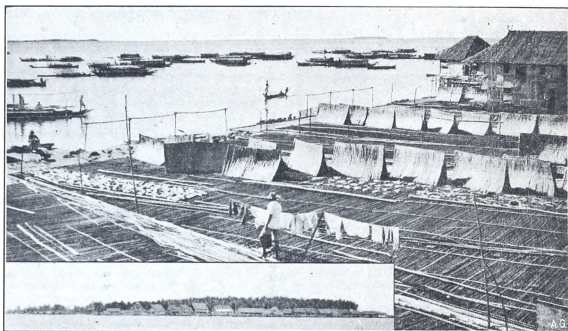
The Pangutaran pearl beds including the region around Pangutaran, Pangubian and Tubigan.

Pilas pearl beds comprising the region around Pilas.

The Samales beds include all the islands in the Samales, Tapiantana, and Bolod groups.

The Basilan pearl beds including the shoreline of Basilan and the adjacent islands.

There are two kinds of shell oysters found in the Philippines, the more valuable one being known in the trade as the Sulu mother-of-pearl shell or *M. O. P.* It is found throughout all the regions named in the list of pearl banks. Gold-lipped pearl oyster is the largest of the pearl oysters, a pair of them when full grown anywhere from one to four kilos. The other pearl oyster is the black-lipped, which is much less valuable owing to its small size and dark color. The black-lipped pearl oyster is found throughout the Philippines and is abundant on the reefs among the Visayan islands and along the southern coast of Luzon. Pearl



Drying Fish. Trepaug and Sharps' fins at Sitankai, Southernmost Town of the Sulu Archipelago: Insert, View of Sitankai. Sulu has abundant marine resources, reviewed in 152.

fishing is supported by the shell, which usually commands a good price when of first rate quality. The pearls obtained do not support the pearling industry but inject the gambling element which appeals to many, and furnish the incentive which causes people to undergo hardship and toil in the hope of winning a fortune at the next dive. Until the post-war slump, the pearling industry was very flourishing in the Philippines, more than 80 pearling luggers being engaged in the business, besides a large number of Samal vintas from the Tawi Tawi region. The population of several islands in Tawi Tawi region is largely supported by pearling. At the present time the number of pearling luggers engaged is no more than 30 and many of the Samals have turned their attention to the growing of coconuts. About three-fourths of the pearling luggers are owned by Japanese.

In 1924 the port of Jolo shipped to foreign ports pearl and button shell to the value of P182,266 and to other Philippine ports P40,592. In 1925, Jolo exported to foreign ports 229,559 kilos of shell worth P215,125 and to other Philippine ports 53,755 kilos of pearl worth P50,142.

There are no trustworthy data upon the value of the pearls found annually in the Sulu archipelago. For a number of years, up to the financial crash after the war, about P1,000,000 worth of pearls were purchased each year by foreign buyers at Jolo. At the present time it is impossible to get at the value of pearls from Sulu entering trade each year, but it is at least as great as that of the shell. Probably the most valuable single pearl ever found in Sulu, certainly the finest one obtained during the past century, came into the possession of Boon Liat, of Zamboanga in 1920. I do not know what price it finally brought in Paris but Boon Liat refused an offer of P24,000. The Sultan of Sulu has some fine pearls, for one of which he refused an offer of P25,000 in Singapore about twenty-five years ago.

Paris is the world market for pearls, and Parisian pearl buyers are constantly on the go, Ceylon, Singapore, Jolo, Macassar, Thursday Island, and Broome, West Australia, being the chief places they visit. For years Konitzer Brothers lived in Jolo and bought pearls, but since the war pearl buyers no longer find it profitable to live there. The finest pearls come from the oyster absolutely perfect, but many pearls when found are flawed in some way or more or less imperfect so that their value is

reduced. Last May in Jolo I examined a large irregular pearl of fine quality for which a Parisian buyer had just paid P7,000. It weighed 11 karats, but would be peeled on arrival in Paris, an elongate protuberance removed, and its weight reduced to about 8 karats. It would then be a lustrous spherical gem of greatly enhanced value.

Pearl oysters often contain deformed, spotted, attached, or blister pearls, which are sometimes of great value and offer a great temptation to people who like to speculate. Peeling, as it is called, consists in the removal of layer after layer of material until the defects are removed and the pearl made more or less perfect. It can readily be seen that peeling is an art requiring great skill and judgment. One who likes to take a flyer pays anywhere from five or ten up to several hundred pesos for a blister or attached or spotted pearl, then has it peeled. He may make an enormous profit, very little profit, or suffer a total loss. I have known of people buying a fine but defective pearl, having it peeled and enhancing its value several hundred



Diving for Sulu Pearls.

per cent, then taking off another coat expecting to make it more perfect in shape and therefore more valuable, but instead, uncovering hidden defects which made it worthless.

The romantically minded are apt to be woefully chagrined on their first visit to a pearl bank. In the near distance one sees low flat green-clad coral islands and shimmering white sandy reefs, while further away some old volcano stands out on the horizon. But all about one there is only blank water, often choppy waves, swift currents, and tide rips to induce agonizing moments of indecision and strange inward feelings in the novice. Hours may go by while the divers wait for the tide to change or slack water. Watching naked divers is more fun, and excitement, for their stay below is brief and the thrill of the plunge doesn't die away before their return, so that one's interest is kept up to concert pitch during the dive.

But it is different on a pearling lugger. First there is the long interesting process of seeing for the first time a man put on a suit of diving armor. How he does pile on the sweaters and heavy woollens before sealing himself up in armor! How ponderous and immovable his diving shoes seem!

Finally all is ready and over the side he climbs to the bottom of the short ladder, then drops off into the depths. Bubbles boil up and one expects something to happen. But nothing does, except that the motor keeps up its steady drive, pumping the precious air down below. Time goes on, conversation lags, interest ebbs and still nothing happens. Finally after twenty or thirty minutes the diver comes up and everyone is agog to view his catch.

On the first of January, 1927, the new regulations went into effect, dividing the pearl beds into two parts, the northern half to be closed

north coast of Tawi Tawi. When the Philippines have reached a higher stage of economic development and the fishery resources of the islands are properly exploited on a commercial scale, fast vessels of adequate carrying capacity will take food fishes of high quality from the fishing banks of Sulu to the centers of population in the north, just as is done in the United States, Great Britain, Japan and many other countries where the distances covered are often more than twice as great as the distance from Sitankai to Manila.

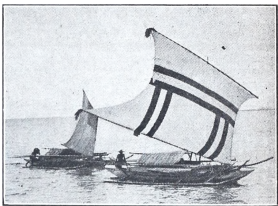
The Samals are our boldest and hardest fishermen and catch a great variety of fish not obtained by fishermen of the north. In his swift vinta the Samal thinks nothing of striking out across the Sulu sea or elsewhere, far away from sight of land. He ordinarily ranges over a far greater territory than the fishermen of Luzon, who never venture more than a few kilometers from shore. With better fishing methods, and modern boats of proper capacity, the Samals could supply the markets with fish of excellent quality.

By far the greater part of the trepang produced in the Philippines is obtained in Sulu province. In 1926, not including December, the Philippines exported \$205,931 worth of trepang, nearly all of which was shipped from Zamboanga and Jolo, most of it going to Singapore, although nearly all of it finds its way later to Hongkong and Shanghai. This shows a large increase over the amount of trepang exported the previous year, when it amounted to about \$122,622. However, the amount of trepang produced in the Philippines could be very greatly increased, and with more care in its production the value of it would be very greatly enhanced. Philippine trepang ordinarily brings the lowest price in the Singapore market, due to the carelessness displayed in its preparation.

The Badjajs and Samals of the Tawi Tawi and Sibutu regions also catch considerable numbers of sharks which are not utilized except for the fins, which are dried and shipped to Singapore. In 1925 the value of shark fins sent to Singapore was \$78,495. This is a considerable drop from the amount exported some years ago. In 1910 over \$85,000 worth were exported. In modern shark fisheries the valuable oil from the liver is extracted, the hide is used for making leather and the flesh and bones are treated with oil for use in paint and leather making, the residue being prepared as fish fertilizer and fertilizer.

The collection of button shells brings in perhaps \$75,000 annually to Sulu province.

The shells ordinarily obtained are *trochus* or *topk*, and *turbo* or green snail shell, though small quantities of *M. O. P.* and black-lip pearl shell are likewise used for buttons. It is



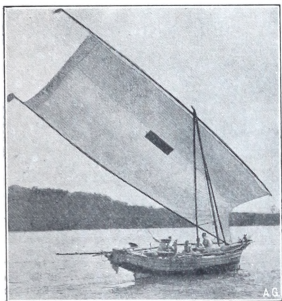
Another Samal Lipa: Pirate Craft in Days of Old.

not likely that this amount could be very greatly increased, since these mollusks live singly or in small groups, never in great numbers together.

There are a great many sponges in the waters of Sulu, especially around Siasi and Tawi Tawi. The ordinary shallow water grass sponge is of very little value, but several kinds are of fine quality when properly prepared. Before the war the sponge industry was developing steadily, but collapsed during that insane struggle. It is now very slowly reviving. It is well to know that Mr. Pepinos, a Greek long resident in the Philippines, thoroughly conversant with the sponge fisheries of the Mediterranean, is struggling to establish the sponge industry in these islands. In 1925 Sulu province exported over \$20,000 worth of sponges to the United States and Germany.

Among the minor marine resources as yet undeveloped are shells and corals for jewelry, although a small amount of black coral is being utilized. Tortoise shell in the amount of about \$25,000 is exported annually from Sulu, nearly all of it sent to Singapore, but ultimately reaching Japan to be worked up into combs, brooches, bars, cufflinks, and the like.

In conclusion, we may say that Sulu province has vast undeveloped resources in her fisheries and the trepang industry, which await but the magic touch of modern methods in the hand of experience, backed by ample capital, to transform conditions in that region.



A Lipa: Samal-Suluano Boat.

for three years, at the expiration of which time it will be opened to divers and the south half closed. Ultimately each part will be closed alternately for four years. It is believed that this will give the oysters in the closed section time to mature and reproduce, and ensure a steady supply of marketable shell. Under the former régime the more accessible beds were overfished at times, and could not recuperate because there was no closed season.

No attempt has ever been made to grow culture pearls in the Philippines, although conditions in many places in Sulu are ideal for the purpose. The method employed by Mr. Mikimoto at his celebrated farm in Japan could readily be used here. At one time Kornitzer Brothers, pearl buyers who formerly resided in Jolo, prepared to establish a culture pearl farm in Sulu, but the foolish provincial treasury refused them a license, and so a new industry was lost to the Philippines.

The waters of the Sulu archipelago are abundantly supplied with a variety of food fishes, from those but a couple of decimeters in length up to the giant sea bass weighing 400 kilos or more. In no part of the Philippines are food and game fishes more abundant than in the Sulu archipelago. In fact the greatest fishing bank in the whole Philippines is in the vicinity of Sitankai, a tiny hamlet located upon an island of the same name and having the distinction of being the southernmost town in the Philippines. At this place great quantities of dried fish are prepared, but due to carelessness in preparation, most of the product is of an inferior quality. Other important fishing banks are at the large atoll known as Pearl Bank, Manukanan, Saigaysapo, Tataan, south coast of Jolo, north coast of Tawi Tawi, and one a few miles south of Cagayan Sulu.

There is unquestionably an excellent opportunity for some one of sufficient capital and experience to develop a large trade in dried fish, provided the quality of the product is first class. The late Dean C. Worcester stated that he had found sardines in vast abundance along the

Sultan Jamalul Kiram and Sulu Royal Family Today

Relations with America: Land Grants: Sulu Royal History

The oldest American relations with the East are those with Sulu; the *Journal* has already told of the first American treaty effected in the Far East, that of Wilkes with the then sultan of Sulu, in 1842. No sort of Spanish power prevailed over Sulu until 1851; it was never firmly established; and indeed one of the first concerns of the United States after the Treaty of Paris by which Spain ceded the Philippines, including, of course, Sulu, was to make a treaty with the sultan. This was the Bates treaty, effected by General Bates, a volunteer officer. The American senate rejected it on account of slavery and polygamy, which the United States could not formally recognize. Means were then found for getting along, with the Bates agreement as a sort of loose foundation, until the Carpenter agreement supplanted it in 1915.

Frank G. Carpenter succeeded General John J. Pershing as department governor of Mindanao and Sulu in 1914, or thereabouts, and was the first and only civilian to hold the post. The department was afterward abolished, governors placed over each province, and administration taken from the old department council (on which Moro members sat) to the bureau of non-Christian tribes.

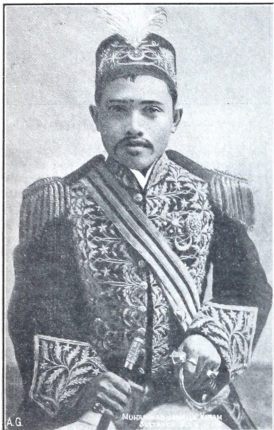
The monarch around whose life George Ade wove the musical comedy, *The Sultan of Sulu*, is an interesting contemporary character too little known by Americans, even those in the Philippines; and by no means all of them are even aware that Ade's sultan is the same monarch that still occupies the Sulu throne—such as it has become under republican America and the congressional policy toward the islands.

The full name and title of the sultan is Sultan Hadji Mohammad Jamalul Kiram. The title of *hadji* is bestowed for the pilgrimage to Mecca. He became sultan in 1894. All the sultans of Sulu are descendants of Radja Baginda, the first Mohammedan missionary, who arrived in Sulu some time in the latter part of the 14th century, probably about 1390. Radja Baginda married a Sulu woman. Abu Bakar, another Arab missionary, came later; he married the daughter of Radja Baginda and became the first sultan of Sulu, 1450.

Sultan Jamalul Kiram was, according to the best available records since the Spanish pillaged the realm, born March 27, 1868. He is therefore 59 years old. Ade visited him more than twenty years ago, with the Taft party of which

he and Alice Roosevelt (afterward to become Mrs. Nicholas Longworth) were members.

Sultan Jamalul Kiram has no temporal powers at the present time. He was recognized in the agreement entered into between the Philippine government and himself in 1915 (reference is to the Carpenter agreement), as the head of the Mohammedan church in the Philippines. In the minutes of the meeting of the sultan with the Philippine Commission, at the time the Bates treaty was abrogated in 1904, recognition was also given him as the head of the church.



Sultan Jamalul Kiram II.

Upon this point, the following from the minutes of the meeting is pertinent:

"Whilst the Sultan, as a result of the abrogation of this treaty, no longer has a dubious and merely nominal sovereignty over his people, he has, what is very much better than that, the support of the American government which protects him and his people from the violence of bad men who would disturb order and inaugurate a reign of violence and bloodshed.

"He will, of course, be always the most distinguished man in the Jolo archipelago, the head of the Mohammedan church.

"He will have an annual allowance made him by the government and also set apart for him a suitable amount of land commensurate with his necessities and his dignity. Now, in addition to that, of course I ought to say, although I suppose they understand it, that we propose to do the same thing as that which we offer to the Sultan, to Hadji Butu and the other hadjis who are members of his cabinet. We propose, also, to make a reasonable allowance to them, not the same, of course, that we would make to his highness."

The sultan receives an allowance from the Philippine government of P500 or \$250 per month. A paper on his domain in North Borneo appeared in the *Journal* for July, last year. From this domain, under lease to the British North Borneo Company, he receives Mex. 5,000 per year. He makes an annual visit to Sandakan to collect this payment, and is there received with a monarch's salute and all the honor due his rank.

The predecessor of Sultan Jamalul Kiram was Sultan Harun, who reigned from 1884 to 1894. The Spaniards were then prosecuting a vigorous subjection of the Philippine Mohammedans,

which did not succeed; because Harun could not unite the Suluanos in Spanish support, Spain removed him and sent him to Palawan as a political exile from his realm. Jamalul Kiram was then enthroned at Jolo.

The Borneo domain was acquired some 300 years ago. The territory was formerly embraced in the dominions of the sultan of Brunei, but was ceded to the sultan of Sulu in consideration of assistance given the sultan at Brunei when trouble arose in North Borneo over the succession to the sultanate of Brunei. Two claimants arose, and one of them appealed to the sultan of Sulu for aid.

The koran limits the number of legitimate wives a man may have at one time to four.

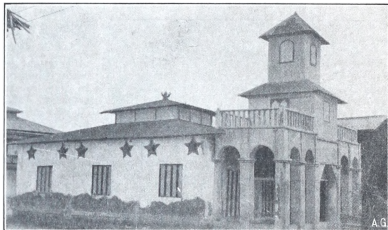
Therefore, officially Sultan Jamalul Kiram has but four wives. Unofficially, he has more; no doubt he has had at different times several hundred. No one knows how many concubines he has; a score or more would be an approximation. By the way, what other monarch in the world has been ruling since 1894? Though Jamalul Kiram has, indeed, been shorn of much power, his throne is still there and he is still on it.

He maintains a residence in Jolo, another in Maimbung, his old home, and is now building another at Taglimbung, ten kilometers from Jolo. Two acts of the Philippine legislature cover land grants to the sultan and the Sulu royal family, acts 2722 and 3118. Following are the grants:

	Hectares
Sultan Jamalul Kiram.....	1,024
Datu Radja Mudda.....	1,024
Dayang Dayang Hadji Pinda.....	1,024
Emmi Kiram.....	512
Tarhata Kiram.....	512

The bureau of lands has recently announced an early survey of these lands. Attention was invited, in the *January Journal*, to the fact that in these estates is the possibility of a large rubber tract comprising 4,096 hectares or 10,000 acres. No doubt it could be had upon reasonable terms.

The genius of typically eastern civico-religious states, such as the realm of the sultan of Sulu, has always been practically expressed in the levying and exaction of tribute. Thus Manila, when Spain came, was paying annual tribute to Brunei, where hostages from the reigning families on the Pasig were held at the sultan's court. The tribute was a ganta of gold. Tribute collecting at Sulu has been discontinued under America; in lieu of tribute the sultan has



The Sultan's Mosque, Jolo.

his monthly stipend from the insular treasury, helped by the annual rentals from Borneo. He also receives a certain revenue from the church, chiefly from marriages and divorces.

If a Suluano divorces his wife, she retains her dowry. On the contrary, if she obtains the divorce, or gives reasonable justification for his divorcing her, the dowry, which he has given originally, must be returned. From these transactions the sultan takes the royal percentage in accordance with age-old custom. The sultan likewise receives each year consider-



America's Acquired Royalty; Princesses of Sulu. It is Tarhata, extreme right, about whom the local press has been buzzing. Dayang-Dayang, lower center, educated in Arabic, is a conservative influence. (See text.)

able gifts from his subjects. He is without issue. Upon his death the sultanate will go to his brother, if then living, Dattu Radja Mudda Muwollil Wasit; and if Dattu Radja Mudda shall not then be living, the sultanate will go to his eldest living son. Though women wield no little influence in the affairs of the sultanate, they are barred from the throne.

But though women may not become sultaneses, they may assume the liberties vouchsafed princesses, and sometimes transgress them—causing, as just at present some of them are, no little lamenting among the authorities of the government.

Princess Tarhata Kiram is, it seems, the most perverse of the four, and the prettiest, too, before she filed and blackened her teeth, which was a genuine shock to her friends in Jolo after her return from Chicago, two years ago, where she had been a student in the University of Illinois and had become a bob-haired and most vivacious co-ed. Soon after returning to Jolo, Dattu Tahil—at time of writing, he is besieged in his fortified cotia by the constabulary—became one of her admirers and received favor in her eyes. She has since displaced his fourth wife and borne him a child; she fights for him and the retention of his and her own reputation among their people, though he is rather a parvenu, hardly a real dattu at all, in personal dispute with the authorities, and his family has only been in Sulu three generations. The wife Tarhata displaced has not seen fit to give Tahil a divorce. She too is pretty, it is said, and a woman of rank. Suluano men of rank only count their wives of rank; the practice gives them, aside from four legitimate spouses they may have, additional leeway. It was a wife of genuine rank, however, who died for Tahil at Bagask, in 1913, when Pershing stormed the stronghold and took it the third day. Tahil had made his nocturnal escape before the troops finally invested the place, where they found the woman's body at one of the lantakas, the match still in her grasp.

Tahil seems to have a way with him. He was finally arrested, and, after trial, sentenced to San Ramon penal colony for sedition and highway robbery. After two or three years, he was paroled, and as a paroled prisoner, something which is illegal, he was made a member of the provincial board—from which post Governor General Wood removed him about January 20, this year, thus further provoking the pique that made him take to arms again. (It was not by recommendation of Governor Moore that Tahil got his place on the board, but by that of his predecessor.) A review of the primal elements of the problem indicates that Tarhata will require no little talent to solve it, and restore herself and Tahil in Jolo's good graces.

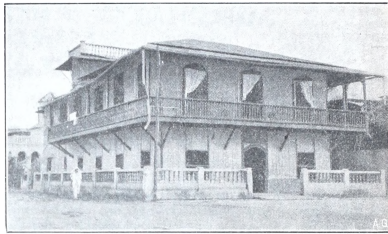
Princess Emmi is younger than Tarhata. She, too, it is said, has a flare for unconventional ways. Princess Redda Kiram, between Tarhata and Dayang Dayang, was educated in the Philippine Women's College of

Manila and has become a popular school mistress in Jolo, where her conduct commends itself to the most conservative judgment of what a princess's conduct ought to be.

Princess Dayang Dayang Hadji Piandao is oldest of all. One sees she's made the pilgrimage; she also enjoyed education in the Arabic tongue and Mohammedan traditions. She lives in the sultan's house in Jolo, where no less than ten Moro girls make their home with her while they attend the public schools. She is described as a woman of much influence among her people, who gives much attention to the problem of their education. There are, in these four women, the extremes and the means; Extremes,

Tarhata and Dayang Dayang; means, Emmi and Radda. Perhaps Sultan Jamalul Kiram rejoices that numerous unions have given him no children. Nieces may be quite trying enough.

Jolo is most interesting to visitors. This paper will not close without again inviting attention to two significant facts: The real sovereignty



The Sultan's Town Residence, Jolo

over Sulu is that of the United States, and American forces made the conquest of the place, while American officials dealt amicably with the sultan. Second, the royal lands, which might be leased, are excellent for a sizable plantation project.

many years. Several expeditions were dispatched by them to Sulu from time to time, some successful as raids, others ending in disaster and defeat inflicted by the Moros. Not until 1851 did the Spaniards permanently occupy Jolo, and even then their authority was never completely established even in Jolo over the entire island and their authority in the outlying islands was merely nominal, and maintained by garrisons at Siasi and Bongao, and in Tataan on the north coast of Tawitawi. In 1899 Jolo was occupied by the Americans.

The military régime continued in force until 1916 when civil government was established and the Sulu archipelago was incorporated into a province in the Department of Mindanao and Sulu. (This department has been discontinued. Sulu is governed directly under the bureau of non-Christian tribes in Manila, supervised by the office of the governor general. Hon. Carl M. Moore has been provincial governor of Sulu for many years and it is under him that the archipelago has made its greatest progress.)

The agricultural practices in Sulu do not differ materially from those in the other regions in the Philippines, and production per unit of area could greatly be increased.

Agricultural by more modern methods of Industries

Abaca, the principal product of Sulu, is grown chiefly on Jolo; the quantity of fiber produced on the other islands is negligible. Soil and climate both are well adapted to abaca over a large area of Jolo and the area planted could be increased very considerably, especially in the interior. However, the extension of the abaca plantations may well be left to take care of itself. The more urgent measures are the education of Moro farmer in the need of more thorough preparation of the land before planting, better cultivation and instructions in stripping and grading of the fiber.

Copra constitutes the second largest export article of Sulu, but it will unquestionably supersede abaca within the next few years. Most of the copra is probably produced on Jolo though there are few inhabited islands where coconuts have not been planted. On the outlying islands the largest number of coconut trees are found on Tonquil, Pangantaran, Bangalao, and south Ubian. However, the nuts are, to a great extent, consumed as food in the localities where they are grown. In systematic planting and care of his trees the Moro appears to be behind the Filipino planter in the Visayas and Luzon;

(Continued on Page 14)

Soil Resources of Sulu Archipelago

Labor Plentiful: Crop Possibilities Great: Climate Mild

By P. J. WESTER

The climate of Sulu is mild without violent changes in temperature. The nights are always cool.

The rainfall is plentiful and equal. Climate is distributed throughout the year.

According to the weather bureau, whose observations extend from 1902, the mean annual and monthly rainfall is as follows:

	Millimeters
January.....	89.1
February.....	122.4
March.....	85.2
April.....	118.2
May.....	160.2
June.....	203.3
July.....	172.0
August.....	170.4
September.....	184.4
October.....	222.9
November.....	193.0
December.....	144.8
Total.....	1,865.9

This rainfall corresponds to that of the sea-coasts of Jolo. Further inland on the mountain slopes this precipitation is unquestionably considerably augmented. While the rainfall on Tawitawi probably closely corresponds to that in Jolo, on the remaining islands scattered over the sea with no mountains of considerable height, it is much less, possibly averaging not more than about 800 or 900 millimeters annually.

The population of Sulu, numbering 156,212 souls, is greater than that of any other province in Mindanao and Sulu, though in area Sulu is smaller.

Population Tribally the population may be divided into three groups. The Sulus are the most advanced of the native in-

habitants, who, before the advent of the Spaniard and American, were the ruling people of Jolo. The Sulus constitute the agricultural population of the Archipelago and from them are largely recruited the labor employed in cutting railroads, the chief industry in Sulu in which Americans are engaged. They are also engaged in fishing and pearling.

The Samals are, together with the Bajajos, in the majority on the smaller islands and on the coasts of Jolo. Both make their living from the sea, and while the Samals are somewhat more advanced in civilization than the Bajajos, there is really very little difference between the two tribes. The agriculture engaged in by the Samals is of the crudest form, while the Bajajos prefer the sea altogether. The Filipinos in Sulu are very few and of the white race there are still fewer representatives. The Chinese trader in Jolo, Siasi, Bongao, and Sitanki one may not escape any more than in any other trade center in the Philippines. He is the almost indispensable link between the farmer and fisherman and the export houses in the centers of trade in the Philippines.

The authentic history of Sulu begins about 1380, when the first Arabian missionary is believed to have arrived. He built the first mosque in the ruins of which are still standing in Sulu on the island of Simunul. Some ten years later the Raja Baginda arrived from Sumatra. Few people are aware that he brought with him a pair of elephants which were liberated in Jolo and became the parents of a herd of wild elephants which unfortunately were exterminated long ago.

The coming of the Spaniards in 1578 marked the advent of Caucasian in Sulu, though the suzerainty of Spain was merely nominal for



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PROSPECTS

Well, the annual overseas trade report is out, with 1926 trade off about \$30,000,000 and taxes permanently up—no relation or attempted relation between what industry can afford to pay and what it is compelled to pay. However, this is painting the picture too dark. Outside the realm of government the islands have excellent prospects. Attention of men looking about for opportunities for interesting things to do, is bound to turn this way soon. Established industries are expanding; new industries will come—and sooner, we predict, than any material legislation in Congress. Time works for the islands. He can't be prodded, but he is faithful. Truth is that under half-way capable management or better, it is hard to lose money in the Philippines in any profit-seeking activity from planting to peddling. Even the United States seems to be finding this out. More planters, more planters—still more planters!—this is the imperative need. American plantation interests here were never in better condition than they are now, the same is true of native interests. The experimental period past, the period of expansion follows inevitably. Prospects are good.

Tabulations of last year's overseas trade will be found in the regular tables and reviews.

IN BEHALF OF THE OUTPORT CALLS

It is preeminently due to efforts of the chamber of commerce that additional outports of the Philippines were recently made ports of call for ocean steamers, and that improvements have been undertaken as indicated in a paper elsewhere in this issue of the *Journal* from the bureau of public works. One doesn't forget the efforts of J. F. Marias, representing the shipping board; but he too was a member of the chamber, where in general meetings he reached the public with his argument. Ocean ships are now getting permits from the customhouse and conveying cargoes from one port to another, about which a row is being raised. Who raises this row? No producer, no shipper. The row is raised by interisland shipping interests who perhaps never made an economic survey of the islands, and had so little conception of what demands might be made upon them that they let their facilities for moving cargo fall full ten years behind. Their notion of sound shipping conditions seems to be, "If we can't carry it, let the stuff lay on shore." Well, that day is gone: all the king's horses and men in the legislature can't bring it back. It's one with Nineveh and Tyre. Refer to the movement of lumber alone. An interislander might fetch as much as 150,000 board feet as deck cargo to Manila, not more; but an ocean ship brings up 1,500,000 feet. This is the adoption of a better form of transportation: it is axiomatic that the better forms are never discarded. Notice the manifests out of some of the ports where hemp and copra are loaded; they have begun to record shipments of minor products, such as gum kopal or almaciga, and sometimes as many as 700 or 800 cases at a time.

It is complained that the Americans will actually lift a cargo as small as 400 or 500 tons of fiber or copra, possibly taking such a parcel from a Bicol port into Cebu without a chance of profit. The naivete of this complaint discloses the peculiar view lingering here respecting the obligations of holders of franchises from the state. The privilege may certainly involve the obligation of performing a degree of service without immediate profit, since the purpose of the franchise is the public welfare.

CARNIVAL DAYS

Carnival days are upon us. The magic city has been raised with hands and made into a blaze of brilliant if ephemeral beauty and utility. The crowd will patronize it for pleasure, which is good; but the exhibitions will reflect the state of agriculture, commerce and industry in the islands and will therefore be worthy the patronage of everyone. The fine arts exhibition is an admirable feature. It has been proposed by some one that the Marble Hall should house a permanent Philippine art exhibit. This is

a sound suggestion which ought to be carried out. Patrons of the *Journal*, the farmers and planters as well as merchants, will find profit in the stock shows and machinery and commercial exhibits. The carnival has become a fixed Manila institution, copied in provincial centers. Encouragement should make it better each succeeding year. No other institution can so readily be made of cosmopolitan interest and importance.

SALES TAX DISCUSSION

A series of conferences are being held between representatives of the Chambers of Commerce, the Secretary of Finance and Collector of Internal Revenue, for the purpose of working out, if possible, a substitute for the present sales tax. Misunderstanding might arise from what has appeared in the daily press, so the following data have been obtained from Mr. Pond:

"Two proposals have been submitted, merely as suggestions, by representatives of the Chambers of Commerce. The suggestion of the Manila Chamber of Commerce is:

"On hemp, copra, sugar, coconut oil, tobacco leaf, and other articles exported, a tax of 1-1/2 per cent be collected from the shipper on the f.o.b. sales value.

"On imports, a tax of 4 per cent to be paid by the actual importer on the c.i.f. value of the goods.

"On products of the Philippines, a tax of 4 per cent be paid by the manufacturer or producer on the cost of production, or if this cannot be determined, then on the sales value.

"On Philippine manufactures, when exported, a tax of 1-1/2 per cent on the f.o.b. sales value.

"It is provided, however, that any sales tax paid in excess of 1-1/2 per cent on articles exported and in excess of 4 per cent on articles consumed within the Philippines, on materials used in their manufacture, the excess so paid shall be refunded.

"Based on the 1925 returns, the tax collectable under this proposal would be as follows: Exports, not subject to specific tax, P287,696,297; Tax at 1-1/2 per cent, P4,315,444.45. Imports, not subject to specific tax, f.o.b. value, P215,430,160. Estimated c.i.f. value, P240,000,000; Tax at 4 per cent, P9,600,000. Philippine manufacturers and products locally consumed, estimated cost of production, P125,000,000; Tax at 4 per cent, P5,000,000.

"Total Estimated Tax, P18,915,444.45; Tax collected 1925, P17,761,507.84; Excess, P1,153,936.61.

"The objections to this proposal are that approval of Congress of the United States probably will be required; also the practical difficulties in collecting the tax from Philippine producers, or, if in the case of agricultural products, the producers are exempt, in determining the first merchant from whom the tax should be collected. It also would be difficult to determine the cost of production.

"The advantage of this proposal is, however, that the tax would be collected but once and at the source, or except in the case of exports a considerable part of the tax might be collected in the customhouse.

"The second proposal, which was given considerable consideration at the last meeting, was that the tax on hemp, copra, sugar, coconut oil and tobacco leaf be 1 per cent and on other commodities 3 per cent and that the tax be made non-cumulative by providing that the tax may be shown as a separate item on invoices of sellers and when so shown buyers may deduct the tax so paid by the sellers from the amount of tax for which buyers are liable on their sales.

"The estimated income under this proposal, based on the 1925 returns, is as follows:

"Imports, not subject to specific tax, f.o.b. value, P215,430,160; Philippine consumption value, P300,000,000; Tax at 3 per cent, P9,000,000.

"Hemp, copra, sugar, coconut oil, tobacco leaf, export value, P239,579,092. Estimated value including local consumption subject to tax, P250,000,000, at 1 per cent P2,500,000.

"Philippine products consumed in the Philippines, estimated value, P200,000,000, at 3 per cent, P6,000,000. Other exports, estimated tax at 3 per cent, P1,442,516.12; Total Estimated Tax, P18,942,516.12; Tax collected 1925, P17,761,507.84; Excess, P1,182,008.28.

"The objection to this proposal is that there might be more difficulties in tracing the tax. It has, therefore, been proposed that the tax be collected in the customhouse on both imports and exports and that the amount so collected be permitted as a deduction from the tax to which importers and exporters are liable on their sales.

"The advantages of this proposal are that the tax will be made non-cumulative; that is, as to imports the large bulk of the tax would be collected at the importing centers of Manila, Cebu and Iloilo, where it could easily be checked, and that the possibilities of evasion would be considerably reduced, for the reason that subsequent purchasers would be liable only for the difference between the tax on their sales and the tax paid to others on their purchases.

"This proposal has been misunderstood as meaning that it would be necessary to follow the tax against each particular commodity. That, however, would be unnecessary, as from the tax due on all sales during a period, would be deductible the tax on purchases, whether the particular goods had been sold or not during the period.

"Under this proposal it might be advisable to include at the 1 1/2 rate certain other commodities, such as lumber and rice.

"Both of the above proposals are submitted merely as suggestions, in the hope that from them it will be possible to work out some plan which will give to the government the revenue which it is now deriving from the sales tax, and at the same time correct the unsatisfactory conditions which are prevailing and which are seriously affecting business throughout the Philippines."

AFTER FIVE O'CLOCK

Dr. T. H. Coole and Mrs. Coole are house guests of Dr. and Mrs. J. F. Cottingham of the Methodist Episcopal mission here. They are missionaries from Foochow where for twenty years Dr. Coole has carried on a medical mission work and Mrs. Coole has been in the faculty of a mission school. Some seventy other American missionaries from Foochow have come to Manila and are in the homes of friends here, or sojourning in Baguio, while Mrs. Price, wife of Consul E. B. Price, with three children are the guests of Brigadier General and Mrs. Halstead Dorey. It was at the instance of Consul Price that the Americans left Foochow. Bishop Mitchell has given a press statement to the effect to the Associated Press, adding that the missionaries left Foochow reluctantly, that their Chinese friends did not wish them to leave, and that the immediate trouble in Foochow was the work of an irresponsible element unrepresentative of the Chinese as a whole.

James G. Lawrence, jr., well known and popular young attorney of Manila, died January 24 after a brief illness. Funeral services were held January 30 at the Cathedral of St. Mary and St. John, Bishop Mosher officiating. Mr. Lawrence was the son of Mr. and Mrs. J. G. Lawrence and Selph. He had, without doubt, a splendid career in prospect in the islands. His untimely death is very deeply mourned by innumerable friends.

Henry D. Chenault, sub-accountant at the local offices of the International Banking Corporation, died suddenly Saturday morning, January 29, at St. Paul's after a brief attack of pneumonia. Services were held at the Cathedral of St. Mary and St. John January 31, Bishop Mosher officiating. Mr. Chenault came to Manila in 1923, having begun his career with the bank in 1923, after graduation from the University of Kentucky. His many fine qualities of character had commended him to the community, where his sudden taking away in the prime of manhood is a keen bereavement.

B. Haldane-Duncan of New York is again in the Philippines, having made an extended visit here last year for the purpose of looking up projects for investment of American capital. He has had at least two returns to Manila, the backing of three New York banks, and that through these banks some \$30,000,000 will be invested in plantation industrial projects. Rubber and sugar seem to be the selections, and Cotabato the province chosen, where a railway line is to give the inland valley access to the port. The new interests may acquire the Cotabato Rubber Estates, Inc., now controlled by Thomas J. Wolff, as well as finance through the agency of a farm bank to be organized by the Cotabato sugar planters expecting to benefit from a central for which E. W. Kopke is reported now buying machinery and equipment in New York. Franchises are awaited from the legislature, according to Mr. Haldane-Duncan's interview in the *Times*. The legislature opens in July.

Governor General Leonard Wood underwent a slight operation requiring only a local anesthetic at Sternberg General Hospital Friday, January 28. He returned to Malacbang Monday, January 31, meantime having received cablegrams from President Coolidge and Secretary of War Dwight F. Davis expressing wishes for his speedy recovery. The President adding: "Glad your general health is good. Hope nothing interferes with the splendid services you are rendering."

Third Lieutenant R. A. Young of the Philippine Constabulary was shot and stabbed to death aboard the *ss San Antonio* off Misamis January 30, by Sergeant Benegrado of the constabulary—the slayer, after killing five more and wounding seven, all Filipinos, making his escape at sea in a lifeboat. Dead and wounded were carried into Misamis by the steamer, together with other passengers unhurt in what seems to have been one of the worst instances of breach of discipline recorded in

constabulary annals. At time of writing no details had reached Manila.

Carson Taylor, publisher of the *Manila Daily Bulletin*, is the recipient of many congratulations upon the 27th anniversary number of the paper and his own story in it covering the history of the press in the Philippines. (Attention of readers is invited to the fact that complete copies of this issue are certain to become of rare value within a comparatively short time. The Journal, through courtesy of the *Bulletin* editor, Mr. Roy C. Bennett, and Mr. Taylor, sent a number of copies to editors in the United States.)

O. M. Butler, United States trade commissioner in the Philippines, who is regaining health after a prolonged and severe illness, sees increased prosperity in many business lines in the islands, although 1926 overseas trade was \$30,000,000 below 1925 and the balance of trade probably against the islands, as usual. Mr. Butler notes "the installation of new manufacturing plants and extensive betterments and repairs of existing establishments, (which) created an unusual demand for heavy machinery."

H. W. Foster, Mrs. Foster and their children left Manila February 9 for the United States. Mr. Foster disposing of his business interests here prior to departure on account of the failure of his health. It may be that later he will be able to return to the islands. For several years he has been the owner of the Kiosko Habanero, during which period he developed a fine taste tobacco, cigar and cigarette trade.

R. K. Zercher of the Copra Milling Corporation is returning to Manila early next month; his latest letters tell of cold weather in Texas.

J. L. Irwin has had returned to him by the government the \$20,000 deposit made by him in connection with his offer to purchase the stock of the National Cement Company. After the abolition of the board of control November 9 it was not possible, it seems, to complete the sale.

Claude Russell, manager of the National Coal Company, has stopped all mining work at the company's Malangas mines in Mindanao, for which no more funds were provided by the National Development Company. Temporarily activities are in abeyance.

José P. Dans and Attorney Hegino de Guia of the bureau of lands report after investigation in Davao that Japanese are not violating the public land laws in that province, when their initiative and enterprise are doing a great deal toward advancing agriculture and industry.

General Halstead Dorey, U. S. A. (brigadier),

of the Malacbang advisory staff, has been making plans to travel in the provinces while Governor General Leonard Wood is in the United States during the summer.

Mrs. Dean C. Worcester and Fred L. Worcester, widow and son of the late Dr. Dean C. Worcester, returned to the Islands from the United States January 17. MacMillans are, it is understood, getting out another edition of Dr. Worcester's *The Philippines Past and Present*, former editions being entirely exhausted. Material from ex-Governor General W. Cameron Forbes, for so many years Dr. Worcester's colleague on the Philippine Commission, is expected to bring the narrative up to date. For this purpose Governor Forbes will have benefited from his recent visit in the islands.

James T. Williams, jr., who made a survey of the Philippines contemporary with that of Colonel Carmi Alderman Thompson of Ohio for the President, was at that time editor of the *Boston American*, Hearst publication, after a long career as editor of the *Transcript*. He has since been made editor of the *Universal Service*, a Hearst editorial agency, with headquarters in Washington, D. C. His broadsides on the Philippine question are appearing in the 25 Hearst newspapers and others getting the *Universal Service*. In the *Philippines* Mr. Williams' position on the problem here and what to do about it is generally very pleasing to Americans.

A. Gidon, a director (resigned) of the Philippine National Bank, was reelected a director at the special stockholders' meeting January 17, by the governor general's voting the government's bank stock for him; John Gordon, Manuel Yriarte and L. M. Heras were also elected directors, Heras declining next day to serve. The same meeting ousted C. Lavadia, B. Roxas and G. Agoncillo as directors. They and the bank president (who ruled that until otherwise decided by the courts he could only recognize the board of control as legally voting the bank stock), are carrying on as before, pending the outcome of quo warranto proceedings brought in behalf of the governor general's men. The case will no doubt be decided together with the similar case involving administration of the National Coal Company, prior to adjournment of the Supreme Court of the Philippine Islands for the summer vacation.

Dr. Walter Bloem, German scholar and poet, was a January visitor to Mani! He and Frau Bloem are touring the world and were the recipients of many honors here.

Sees Far East Living Standards Advancing



day's standards in the Philippines. Asia's food products demands will be ten times what they are at present.

From a beginning in Manila in 1909, Mr. Gillespie has developed a world-wide business in American food products. His organization covers the entire Far East, with branch offices at Shanghai, Manila, Singapore and Calcutta—the principal activities are the sale of American food products, for which they represent several of the largest accounts in the United States. Mr. Gillespie is the sole owner of the business and has been actively engaged in its direction

A. T. Gillespie is among the world traders who observe the advance of the Orient commercially and visualize its commercial future. He deals in food products. A week's sale in Davao that Japanese are not violating a year's business in Asia when he began there; and when Asia's advancing standards of living among the masses shall have reached to

for the past eighteen years. He makes a trip round the world each year, and his observations respecting the growth of business throughout the Orient in general are most interesting. The advancing standards of living will be measured by increased imports of food products.

Mr. Gillespie is also a large stockholder and a director in Sussman, Wormser and Company of San Francisco, and is active in the packing industry of California.

Philippine Circulation (January 22):—Philippine coins, \$21,250,348; Treasury Certificates, \$26,676,388; Bank Notes (Bank of the Philippine Islands and Philippine National Bank), \$36,312,733. Total circulation January 22, \$144,239,469; compared to January 15, \$143,456,037.

Harvey H. Firestone's \$100,000,000 Liberian rubber-growing project has received final ratification by the Liberian congress and will be pushed to completion immediately along lines already laid out, it is announced here by officials of the Firestone Tire and Rubber company.

(Continued from page 9)

in fact, it is doubtful whether there are any, even small plantations, regularly spaced or otherwise properly cared for, and there is crying need for farm advisers to set the people right in these respects. This is equally true in regard to control measures for beetles and weevils. To no other crop are the numerous coral islands so well adapted as to coconuts and too much could not be done to encourage the extension of coconut plantations on these islands.

Cattle raising is another industry that goes well in and with coconuts on the larger islands where good water is available. It is especially worthy of attention considering the isolation of the islands and the ease with which diseases can be kept out of this region.

In 1918, there were 20 small sugar mills in operation in Jolo but these of course were all of a very primitive type and the quantity of sugar produced was insignificant. Considering how well adapted to coconuts, coffee, rubber, and abaca Jolo island is, and how well occupied the land in small holdings by the present population, there does not appear to be much room for a sugar industry and it is probable that land now planted to sugar cane could be far more profitably occupied by other crops.

Corn is not of especially great importance as a food crop in Sulu. Cassava is very extensively grown, there being possibly a greater area planted to cassava than to any other single crop. Camotes, ubi, and gabi are also grown to some extent. Other crops of less importance are borona, sesame, and adlay.

The more popular vegetables include patani, squash, patalos, pepinos, tomatoes, watermelons, chili, and kankong. Sago is made from the sago palm.

Jolo is noted for its many fruits, and the climate and soil are very favorable for fruit culture. Mangosteens, baunos, marangs, huanis, durians, and rambutans, unobtainable nearly everywhere else in the Philippines, are abundant in Jolo, in addition to many other fruits, such as the lanzon, bulalia, papaya, banana, jack, etc.

The bauno, huani, and marang have hitherto been considered indigenous species but it is a question if this is not a mere assumption and if all these species were not in reality introductions made by the Sulus many years ago. In any event there is a legend among the Ibanos that once Radja, Ahmat Anang was killed at the country of the Malays and brought back seeds of the "Wannih, Mampalam, Baonoh and Marrang." Another time a certain Bandikal Alam sailed to Brunei, Borneo, and brought back the "Doyan, Tomusan and Mangis." However this may be, certain it is that these trees do not grow in any part of the Philippines beyond where Moro influence has exerted itself, the Tomusan, *Nephelium mutabile*, excepted. It is true that the marang was described from Mindoro, but this island was a frequent rendezvous of the Moro in the early history of the Philippines and the introduction of the marang into this island might well have been made from fruits brought along as provisions by the Moro pirates.

The mango produced in Jolo, Zamboanga, Cotabato, Lanao and Davao is very different from those found in the islands further north and here at least there can be no question but that the origin of its production was from an altogether different source than that whence came the carabao, pico and pahutan mango of Luzon and the Visayas. It calls to mind the inferior mangoes one sees in the markets of Singapore.

The huani is to all practical purposes a large, green mango with long, coarse fibers and a strong flavor of turpentine, and while ordinarily one would not care for this fruit, those who live in Jolo once having acquired a taste for the huani become very fond of it and some even profess to be able to eat the carabao mangoes of Cavite. There is a yellow-fruited form of huani in Jolo called sanga.

The mangosteen is a fruit the taste of which no one needs to acquire; it is a favorite from the first bite. The Jolo mangosteen is rather larger than those of Singapore and Saigon, and has a thicker rind. The flesh is more acid and has

more character than the milder flavored fruit of the Malay peninsula and Java. The seeds are larger. In Jolo an unexcelled preserve is made by boiling the flesh and seeds of the mangosteen in brown sugar, the seeds adding greatly to the excellence of the preserve by their nutty flavor.

The bauno is one of the most common fruits in Jolo and while its odor is almost offensive and the flesh quite fibrous, a liking for this fruit is very readily acquired and usually one becomes very fond of it after a few trials.

The marang at first offends by its too overpowering aroma, but one needs but eat one or two of these richly flavored, sweet fruits to like them. To be at its best the marang should be either under or over ripe as otherwise it is of but indifferent eating quality.



Consul General Lingoh Wang and Governor Carl M. Moore (right), who has governed Sulu since 1921

juicy and of excellent quality, and good pomegranates are likewise reported to be grown. Moreover, the citrus fruits in Jolo are all, so far as observed, entirely free from serious diseases and insect pests such as occur in so many other parts of the Philippines.

Rambutans are quite abundant but are not equal to the best kinds in Java and Singapore. Various other unidentified species of *Nephelium* and *Euphoria* have also been noted.

One of the more interesting finds during a visit to Sulu in 1918 was the Kinubo, *Rubus moluccanus* L., growing at sea level in Tataan, Tawitawi, while several fine specimens of *Mimusops kauki* L. were found growing in Tandubas, in all probability introduced, since this species has never been reported elsewhere in the Philippines.

At present there is only one sawmill in operation in Sulu; it is located in Jolo.

Properly developed the forest products of Sulu should become a very important source of revenue. Public commercial forests are located on Tawitawi, Sibutu, Sanga Sanga, Simulul, Manukmankau, Lintian, Tandubatu, Basbas, Tata, Ampoy, and Tabulunga. These forests contain much the same timbers as the forests in other parts of the islands, both hard and soft wood.

The only commercial teak forest in the Philippines is located in Jolo, being some 2,500 hectares in area. This has been logged by the province on a small scale. The most important forest product is railroad ties. Almagra formerly was collected in considerable quantities but production dropped off. Gutta-percha and gambier have never been collected in appreciable quantities. Some tanbark is obtained and this is an industry that could be increased very considerably. Some lumbar trees are collected and exported. The archipelago produces a small quantity of cinnamon. These minor products will never attain much importance, but lumbering, the cutting of railway ties and the collection of tan-bark are capable of development into industries of considerable magnitude.

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Province	Private	G	PU	PI	TH	TG	TPU	TPI	MC	PIMC	Total	
Abra.....	11										11	
Agusan.....				1	1						10	
Albay.....	147	216	3	1	16	37	1	3	3	9	567	
Antique.....	13	47	6		3	5	1	137		6	94	
Bataan.....	39		1	1	1			5		2	49	
Batangas.....	130	12	10	5	18	60	1	58	1	2	299	
Baguio.....	59	46	18	10	14	2		19	26	11	214	
Benguet.....	2	8	2	1	1						14	
Bukidnon.....	12	5		3	10	16	1	2			49	
Bohol.....	39	7	154	5	46	46		39	6	9	305	
Bulacan.....	267	8	75	1	60	57		47a	1	21	537	
Cagayan.....	24	58	23	2	5		2	17	3	2	136	
Cam. Norte.....	29		4	2	2			16	1		56	
Cam Sur.....	92	104	16	28	56	1	21	1	6	2	326	
Capiz.....	67	39	22	2	18	59		125	1	3	336	
Cavite.....	242	1	78	13	37	10		53	26	16	480	
Cebu.....	478	68	46	5	48	204	11	132	19	35	2,048	
Cotabato.....	2	11	4		2			8	3		34	
Davao.....	57	7	234	1	37	34	2	1		1	374	
I. Norte.....	43			3	5	9	1	58	2	9	151	
I. Sur.....	103	6	3	5	9	46		288	1	17	198	
Iloilo.....	490	176	41	2	55	46		12	2	2	1,113	
Isabela.....	46	31	3	2	4	9		12	2	2	111	
Laguna.....	349	11	8	5	71	41	2	149	5	8	652	
Lanao.....	3	16	1	3	3	2	4	26	3	1	62	
La Union.....	47	15	5	2	5	2	2	25	1	6	110	
Leyte.....	59	16	10	7	18	76		113	9	7	317	
Manila.....	6217	493	159	96	1102	376	39	42	297	180	9138	
Marinduque.....	5	21	21		3	11		17			75	
Masbate.....	3		1	1	3			7	1	1	17	
Mindoro.....	5		2	1	3	6		11	1	1	27	
Misami.....	61	38	38	2	56	38	20	92	1	8	357	
Mt. Province.....	1	3						1			5	
N. Cotabato.....	268	16	20	6	40	76	1	120	3	5	560	
N. Vizcaya.....	9	7		3	7	3	1	23	1	1	54	
Occ. Negros.....	751	303	72	3	177	31	1	154	4	11	1,511	
Or. Negros.....	91	48	56	3	7	11	9	69	3	11	309	
Palawan.....	1										1	
Pampanga.....	494	14	1	2	43	21	5	26	18	19	643	
Pangasinan.....	219	172	54	7	48	21		23	3	15	564	
Rizal.....	831	34	46	8	129			67	149	37	1,382	
Romblon.....	1										1	
Samar.....	8	5	3	1	3			37	5		67	
Sorsogon.....	64	63	6		11	18	4	19	1	5	187	
Sulu.....	5	4	16	3	1	2		20	3	1	58	
Surigao.....	5	3		2	3		2	31	3	3	53	
Tarlac.....	90	15	1	8	13			13	3	2	145	
Tayabas.....	261	79	40	2	16			2	53	4	485	
Zambales.....	37	1	14	2	4			16	2	4	76	
Zamboanga.....	63	107	14	4	17	10	26	19	1	5	265	
Total.....	12340	2335	1329	235	2147	1421	138	2227	608	482	276	23,538

Abbreviations:—"G" for garages; "PU" for public utility franchises; "PI" for government cars; "T" for trucks in private use; "TG" for trucks operated by garages; "TPU" for trucks operated under public utility franchises; "TPI" for government trucks; "MC" for motorcycles privately owned; "PIMC" for government motorcycles.

Construction of permanent highways across a few spans which have heretofore remained unimproved, but for which this year's public works budget makes the required appropriations of funds, is soon to give the motorists of the Philippines a number of new scenic drives out of Manila conveniently made in a day. These roads may also finally inaugurate the custom of building country homes, for there are many points within a reasonable motor time from Manila where such homes could be set amid unsurpassed natural surroundings. Practically no such homes have been built thus far, beyond Paranaque beach, yet it is only a matter of time until many will be built quite beyond this and other suburbs and to the advantage of the builders—who, with half the expense of a place in town, will have infinitely more of the simple pleasures of home life.

The secluded and inviting beauty and spaciousness of a Malacañang are available to families of little more than moderate means at points outside of Manila and its immediate vicinity, now that the roads are finally being completed; and aside from individual residences, the prospectives of country clubs and country-dwelling communities around these club grounds make their almost insensible to the advantages of the dull by long endurance of too many lowland sunlit tropic days. Even at an elevation of a few hundred feet, one escapes this lowland heat. The new roads are really making easily accessible a Philippines altogether new, save for the occasional hints had of it by Manilans and visitors to Manila during vacation periods in Baguio; and instead of being, like Baguio is, at the end of an eight-hour drive, these new places are all within a quarter of that time from the city. Some are readily reached in an hour.

The bureau of public works is completing a scenic roadway all the way round Laguna de Bay. Everyone knows the beauty of that drive and the cool elevations of the country's broken topography in that region. There is a span between Kalawan and Pilar, just finished, and another of 12 kilometers between Mabikot and Piliña. These spans connect the whole circuit; the motorist may journey to Paganjan by way of Los Baños, continue around the lake and return by way of Pasig and Fort William McKinley, or turn off through San Juan del Monte and enjoy the drive east of the river and into town by way of Rizal avenue.

Much of the region traversed by the round-the-lake road was devoted to silk and coffee a century ago. Hardly a remnant remains of these once flourishing farm industries, introduced and encouraged by individual Spaniards and some of the old-time friars. The ruins of some of the old silk warehouses may be seen at one or two points, and coffee growing here and there, but the rest has given place to sugar, coconuts, and rice. Wheat was also an important crop on the rolling well drained fields that are now favored for cane planting.

Agricultural decline began with the centralization of secular authority in Manila, which, established under Spain early in the 19th century, continues under the United States; and agriculture began advancing once more with the build-

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ing of the first permanent roads through the region, about 1910.

The continuation of this road system is, of course, primarily in behalf of agriculture; the people are enjoying no little prosperity from cane

cultivars are incorporated in the new road, one of the islands' most inviting highways.

Completion this year of the road from Silang, Cavite, to Tuy, Batangas, for which the bureau of public works has P80,000, will provide still

the world's choicest abaca, Manila hemp, but parasites attacking the plants have, only within the last two or three years, made great inroads on the fields and destroyed much rural wealth. Whether the industry will entirely disappear, like the coffee industry when the blight came, no one now can say. What may be the next one also remains to be seen; the farmers have been recommended to substitute fruits, such as papayas, for hemp; from wheat, coffee and hemp it may come to this.

Up here on Luzon, where roads abound, people are apt to forget the condition in respect to roads of the half of the islands, Mindanao, Palawan and Sulu, where the people are unfortunate enough to have a different religion and therefore seem compelled, in respect to public improvements, to "tarry in the place of the gentiles." The building of even a few kilometers of road in the Mohammedan region of the Philippines creates far more interest, and perhaps is attended with more actual public benefit, than the construction of a P15,000,000 pier in Manila. So down south the people are rejoicing this year that some little work on the roads is actually to be undertaken.

New roads in the Mohammedan Philippines, where lands are so fertile and population generally so sparse and ill inclined to diligent farming, mean new plantations, moderation of tribalism and traditional isolation. They are the means of social and material advancement, and even short spans therefore have sometimes incalculable benefits. (Incidentally, they widen the demand for motor vehicles far more than their linear dimensions would indicate.) Even in Jolo it is found that when roads are built the inhabitants leave their isolated villages and build new homes convenient to the roads. It is the new form of community security, of course. Without roads the greater security is found in isolation; with roads, where patrols may travel rapidly and neighbors respond without delay to the sound of alarm, the greater security for law-abiding folk is along the roads.

Construction of these roads serves to demonstrate once more the universality of human traits.

In Jolo, extensions of roads already planned and partly built will be undertaken this year. Along the north coast, from Jolo to Taglibi; west coast, Jolo to Camp Indanan, Silangkan



Typical Country Road: Peasants Carting Home the Harvest

and rice, and even more from copra, but the utility of the highways detracts nothing from their use for pleasure driving.

If one wishes an account of the region at its most flourishing period under Spain, Father Zuñiga's *Estradísimo de las Islas Filipinas* may be borrowed from the Filipiniana division of the library. This account, written in 1805 when Zuñiga was parish priest of Paranaque, was long suppressed; but the manuscript finally turned up and the book got into print, thus furnishing to the present generation a master's critique (among many other interesting comments) of the architecture of the various churches. Zuñiga was an Augustinian; they and the Franciscans built the churches.

The road between Mabitak and Pililla traverses a ridge and reaches an elevation of 1,000 feet from which the lake and the whole surrounding region opens in a panorama of quaint and picturesque loveliness. The church at Mabitak, a Franciscan structure, like the church at Taal, is reached by a long tedious climb up steps of hewn stone—the steps of penitence.

The new cut-off through Los Baños obviates the necessity of going through San Pablo on the way to Pagsanjan. This longer drive, however, has its compensations for those who have the time. When the drive through Tayabas province was described in the *Journal* under the title of "A Hundred Miles of Wayside Beauty," Lukban was the terminus. One could double back to Lucena, turn there and motor down to the coast over the Atimanan road, which is most precipitous and requires no little care on the zigzag, just as in motoring to Baguio. Now, however, the road is being extended to Mauban, on the Pacific coast beyond Lukban at the end of the old king's highway—over which, when the annual galleons did not dare venture through San Bernardino straits, and sought haven at Mauban, the king's silver subsidy from Mexico was carted under royal guard to the head of the lake traffic, where it was put aboard small sailing craft and brought into Manila.

Sometimes it was Dutch or British pirates that caused port to be hurriedly made on the Pacific; in any extremity the long road, now restored for the new uses of new times, served the royal needs. Some of the old bridges and

another scenic drive out of Manila and a new and inviting route into Batangas. For more than six kilometers this road will run along the crest of Tagaytay ridge, which has an elevation of about 2,000 feet, and on the western slope drops off abruptly to the bank of Taal lake. Along the whole six kilometers of Tagaytay ridge drive there is an unobstructed view of Batangas and



Between Ocean and Mountain: The Atimanan-Gumaca Road

the lake on the west, and Cavite and Manila and the towns along Manila bay on the east.

New thrills here await the motorist.

The ridge is another old wheat country, wheat and coffee. Silang has more recently produced

and Parang, 32 kilometers; interior, most important of all, from Jolo to Lantung, Camp Romandier, Camp Siet, Kulaykulay, Camp Andres and Tandubatu, 55 kilometers; a second interior road, Jolo to Bud (Mt.) Daho, ten kilo-

meters; and a third interior road, Lantung to Maimbung on the south coast, nine kilometers.

Considerable extensions of roadway in Davao are provided for in the budget, from Dalaon to Santa Cruz.

Over Mindanao generally the new budget initiates a system of interprovincial roads, the

undertaken on the road finally to connect Dapitan, Zamboanga, with Plaridel, Misamis; on another road from Parang, Cotabato, to Malabang, Lanao; and on still another road finally to link Misamis with Bukidnon and Agusan.

Motorists are also advised of the excellent systems of roads already existing in the principal

year with a picturesque road around the north coast. It is promised that by next winter, Bacolod on the west will be linked with Dumaguete on the east by a motor road of first class construction all the way, with the Danao river bridged at Escalante. This road, which has already been driven over in the dry season by motor, redeems a great wilderness of the utmost potential fertility in northern Negros that heretofore has been practically inaccessible and quite lost to agricultural development because of want of transportation at reasonable cost.



Thrilling Highway Climb: The Atimonan Zigzag

system devised and quite largely undertaken by the American military regime before civil government had the effect of curtailing this feature of development for a long period and allowing what had been done to be practically destroyed through neglect. Work is being

Visayan islands, on Panay to a degree, but more especially in Cebu and Negros. The sugar and copra industries have given Negros quite generous funds for roads aside from the insular appropriations; the two provinces, Oriental and Occidental Negros, are being linked together this

WASHINGTON'S FAREWELL ADDRESS

"All obstructions to the execution of the laws, all combinations and associations, under whatever plausible character, with the real design to direct, control, counteract, or sway the regular deliberations and action of the constituted authorities, are destructive of this fundamental principle (the right of the people to establish government) and of fatal tendency. They serve to organize faction, to give it an artificial and extraordinary force; to put in the place of the delegated will of the nation the will of the party, often a small but artful and enterprising minority of the community; and, according to the alternate triumphs of the different parties, to make the public administration the mirror of the ill-concerted and incongruous projects of faction rather than the organ of consistent and wholesome plans, digested by common counsels and modified by mutual interests."

"During the past five years, the Cagayan valley has furnished about 20 per cent of the homestead applications filed in the Philippines, and during the past three years more than 23 per cent of them. (Former) bare open lands are completely covered by homestead applications."—Frank D. Yost, Division Inspector, Bureau of Lands, quoted in the *Lands Courier*, which shows that last year the applications for public lands throughout the islands reached 16,758, of which 13,173 were applications for homesteads, and 1,214 for free patents. The hectareage covered by all the applications is net 155,673.5, nearly.

These are the official figures, tallying pretty well with the annual crop reports of the bureau of agriculture. Yet young men in civil service offices in Manila, whose homes are in the provinces, are sure of a prosperity that is everywhere widening. One observes, for example, that a few years ago not more than twenty Bicol students were in Manila, while now there are more than a thousand, so many more families undertake the expense. Apparently, so many more families can afford the expense. The facts are illusive and misleading; even to know just what the facts are seems impossible—except by a survey such as a reliable census office might undertake for the enlightenment of the public and the government. The homestead figures certainly are far below par with the annual increasing population.

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MANILA

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E. Lee Brown, manager for the Swift interests in North Australia, has been in Manila for a month on business for his firm, represented in the Philippines by Wm. H. Anderson and Company. Mr. Brown is delightfully impressed with the Philippines; he believes the islands will be a great country after American policy shall have finally solidified. He reports Australia advancing, and yet her natural resources promise an even greater future than the present indicates. Australia, he thinks, is destined to have a much greater population and make more use of her natural wealth. She is profiting a great deal by the wise counsel of Stanley Bruce, prime minister, a public official, eminently honest and with vision of Australia's future. Mr. Brown returned to Australia on the s.s. *Arafura* after enough traveling about to give him an accurate impression of conditions confronting the islands.

What Will Be Done on Portworks in the Islands

Bureau of Public Works Reviews Its Current Projects

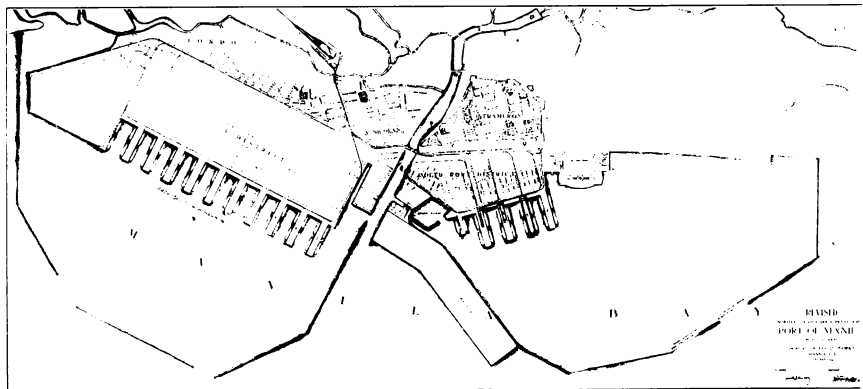
Manila. On April 21st, 1926, a contract was awarded to the Atlantic, Gulf & Pacific Co. of Manila, the only bidder, for delivering 200,000 metric tons of derrick rock in the Manila South Breakwater. The portion of the breakwater designated as the Manila South Breakwater is on the south side of the harbor, and is approximately 2.7 kilometers in length, the first kilometer of which is located on the center line of the proposed Harrison Park, so that in the future if funds for such a purpose are available, it can be widened to provide for a driveway and walks. The work on the breakwater was started in May at the shore end and is continuing seaward at a satisfactory rate of progress. On December 31, 1926, a total of 76,600 tons of rock had been placed. This work together with the dredging of the harbor will be continued throughout the year.

With the completion of Pier No. 7 and the concrete apron for Pier No. 5, Manila harbor

bulkhead along the front of the reclamation area. Considerable difficulty has been experienced in the past in maintaining the specified depths in front of the wharf due to the continual deposit of silt brought down by the Guadalupe river. A riprap jetty, 140 meters in length, is now under construction at the southern end of the harbor which, when completed, will be of considerable aid in preventing silting in the harbor. On December 31, 1926, 5,100 tons of rock had been delivered in place. The jetty will be completed during the present year. During 1926, 22,740 cubic meters of material were dredged from the harbor along the wharf frontage and the dredged material placed in the reclamation area. During the present year it is proposed to undertake the construction of the concrete wharf along the front of the present reclamation area. This wharf will have a depth of 20 feet at M. L. L. W. and will greatly relieve the congestion along the present wharf. When funds are made available

during the present month and the work of extending the jetties will be continued throughout the year insofar as the available funds will permit. The construction of the jetties at the mouth of the river is expected to prevent in a great measure the continual silting of the river mouth which now occurs, necessitating almost annual dredging to maintain the necessary depth of water.

Pulupandan. In accordance with the provisions of Act No. 3220 a contract was awarded on January 26, 1926, to the Maao Sugar Central Company for the development of the port of Pulupandan. The contract was later assigned by the Maao Sugar Central Co. to the Atlantic, Gulf & Pacific Co. of Manila who are now undertaking the actual construction work. The project includes the construction of a reinforced concrete pier extension to the present wooden pier of the Maao Sugar Central Company, the construction of 300 linear meters of creosote-timber seawall, the construction of the 75 linear meters of riprap breakwater, the dredging of a refuge basin for small boats to a depth of 10 feet and the reclamation of 10,000 square meters of foreshore land. The concrete pier extension is to consist of the approach 7.90 meters in width and 67.70 meters long, the pier head varying in width from 7.90 meters to 21.75 meters and



The Revised North-South Port Plan of Manila.

is well provided with docking facilities for trans-Pacific shipping. It is proposed, however, to widen Pier No. 3 by the construction of a concrete apron similar to that recently completed at Pier No. 5, so that Pier No. 3 may be made serviceable for inter-island shipping when construction is started on the proposed lower Pasig River bridge. It is also proposed to extend the south jetty at the mouth of the Pasig River approximately 350 meters in order to give protection during the monsoon season to the lower river berths which will be utilized by inter-island vessels after the construction of the bridge.

The construction of this jetty should greatly diminish silting thru the canal connecting the Pasig River with the South Harbor and consequently reduce the amount of dredging work for the maintenance of the harbor. It is proposed to eventually reclaim a strip of land 350 meters wide outside the west breakwater beyond Engineer Island and behind the south jetty extension. A lift bridge across the canal which connects the Pasig River with the South Harbor will then be constructed to give this reclaimed area direct road connection with the south port area.

Cebu. The present wharf at Cebu comprises 250 linear meters of concrete wharf having a depth of 30 feet, 300 linear meters of wharf with a depth of 24 feet, and 350 linear meters of wharf designed for an 18-foot depth. This is in addition to the 407 linear meters of concrete

it is planned to prolong the 30-foot section of wharf as a pier extending into strait and also to construct cargo sheds where most needed. This will provide additional deep water berthing space for foreign shipping.

Iloilo. On June 24, 1926, a contract was awarded for the construction of 115 linear meters of river wall to fill the gap in the existing wall below the Iloilo Custom House. On December 31, 1926, 24 linear meters had been completed and it is expected to complete the project by the middle of 1927. When completed, this will give Iloilo a total of 1,273 meters of river wall for the use of interisland shipping.

Suction dredge No. 4 was sent to Iloilo in April, 1925, and was employed continuously in dredging the bar and the lower reaches of the Iloilo river until June 5, 1926, when the dredge was returned to Manila. During this period; a total of 544,612 cubic meters of material was dredged.

A contract was awarded in 1926 for delivering 25,000 metric tons of derrick rock in the jetties at the mouth of the Iloilo river and 12,500 metric tons of derrick rock in the spur dike for the protection of the shore along the Iloilo south beach. Although no rock has to date been delivered, the contractor has opened a quarry on the island of Guimaras, constructed lighters, and collected equipment preparatory to starting the work. Delivery of rock will be started

45.20 meters long and the main pier 21.75 meters in width and 151.50 meters long. The pier will be supported by 50 cm. reinforced concrete piles and provision was made in the design that a cargo shed can later be installed. On December 31, 1926, a total of 143 piles had been cast, of which 77 have been driven. It is expected to complete the project as above outlined by the end of 1928. There will be 32 feet of water along both sides of the main pier which will be of sufficient size to berth a trans-Pacific vessel on either side of the pier.

Jolo. At present Jolo has a modern reinforced concrete pile wharf 63 meters in length and 12.3 meters in width. The wharf has 30 feet of water along the seaward side and is so located that it can later be extended as the needs of the port require. With the very limited funds made available for the project in the 1927 budget, a start will be made on the construction of concrete retaining wall for a small reclamation project located directly behind the present wharf.

Zamboanga. A total of 78 linear meters of reinforced concrete pile wharf 12.3 meters in length was constructed at Zamboanga during 1926. This gives the port of Zamboanga a total of 180 linear meters of wharf, of which 42 meters are of wooden construction and the remainder of reinforced concrete construction. The approach to the wharf consists of 95 meters of concrete

causeway and 118 meters of wooden pile wharf. During the present year repairs to the wooden section of wharf will be undertaken and, so far as present funds will permit, the removal of some of the coral rocks at the shallowest locations in front of the newly completed concrete wharf extension.

Davao. For a number of years a small L-shaped wooden wharf has been maintained at Davao for the use of interisland vessels. This wooden wharf has a wharf head 41 meters long by 9 meters wide and an approach section 159 meters long by 7 meters wide. There is, however, only 17 feet of water along the wharf head. It was proposed to extend the wharf with reinforced concrete construction approximately 90 meters in order to obtain a 30-foot depth of water and then construct an adequate concrete wharf head. With funds appropriated in 1925, a contract was awarded on March 25, 1926, for the construction of the concrete approach section 49 meters in length by 9.3 meters in width and for the construction of 3 intermediate main wharf units 2.5 meters in length by 12.3 meters in width.

Considerable delay occurred in starting the work due to the fact that it was necessary to repair and strengthen the present wooden wharf before starting the concrete construction. On December 31st, 1926, 36 piles had been cast, 15 of which have been driven. The project was originally contemplated when advertised, comprises, in addition to the approach section, the construction of the main wharf or L-section

68 meters in length by 12.3 meters in width. Although this bureau had strongly recommended sufficient funds to finish the wharf, no funds were appropriated by the Legislature. It will therefore be necessary to stop the work upon the completion of the portion covered in the original contract.

Legaspi. No construction work will be undertaken at the port of Legaspi this year. An investigation and a study of the needs of this port is now being made by this bureau.

Iligan. Plans for the construction of the Iligan wharf have not yet been completed. It is probable that the small appropriation carried in the 1927 budget for the project will be expended in the construction of the causeway approach to the proposed wharf.

Tacloban, Leyte. The port of Tacloban now has 72.5 linear meters of concrete wharf. It is proposed to extend the present wharf during the coming year with standard reinforced concrete pile wharf construction as far as the funds carried in the 1927 budget will permit. It is estimated that approximately 30 linear meters of wharf can be completed with the funds available.

Cagayan, Misamis. Cagayan, Misamis, now has a standard reinforced concrete wharf 60 meters in length and 9 meters wide with approximately 22 feet of water. No further construction is contemplated at this port for the immediate future.

Aparri. During the past year 325 linear meters of reinforced concrete seawall with con-

crete apron were constructed at Aparri. This makes a total of 600 linear meters of seawall which has been constructed to protect the town from encroachment by the sea. Plans and specifications are now under preparation in this bureau for the construction of a riprap jetty at the mouth of the Cagayan river which it is believed will prevent the formation of a bar at the river mouth during storms. It is expected this work will be undertaken during the present year.

Tagbilaran, Bohol. Plans were prepared last year for the construction of a reinforced concrete pile wharf with wooden deck, 18 meters in length by 9.30 meters in width, for the port of Tagbilaran. The concrete piles have been cast and the work of driving the piles and erecting the superstructure is to be undertaken immediately.

Dumaguete. The port of Dumaguete now has a coral causeway approximately 285 meters in length and 5 meters wide. At the outer end of this is a wooden landing stage, at which smaller interisland boats can be loaded from one hatch. During the past year the causeway was considerably widened at the outer end to provide a turning space for vehicles and for the storage of cargo. Plans are now under preparation in this bureau for the construction of 60 linear meters of concrete wharf at the end of the causeway and it is hoped the construction can be started during the present year.

Amasa Scott Crossfield: His Work in Philippines

Everybody, of course, knows Judge Crossfield: venerable, genial, and the sturdiest type in politics. But while the old-timers are our well known and well liked neighbors, precisely what their earlier careers in the Philippines have been remains an amorphous memory unless collected and set down in type, a pleasant task which the *Journal* has assigned itself. No better generation of Americans was ever bred than that which gave its hundreds of thousands of young men to the war with Spain and the campaigns in the Philippines. This, however, introduces a theme which will, on another occasion, be treated entirely apart, and for its own sake. Judge Crossfield is the present theme, who, at least among the volunteers who laid the territorial foundations of the Philippines.

A Vermont: a country-reared boy from Glover, Vermont, graduated from St. Johnsbury Academy seven years prior to Calvin Coolidge. Crossfield: English ancestry, then, and Episcopalian, the Crossfields having migrated to America from Northumberland early in colonial history, 1642, and settled in New England. Amasa, and Scott, for baptismal names: Here intrudes the Reformation and the founding of the New England type with Scotch and Irish blood. Judge Crossfield's mother was Phoebe Ufford Bayne. Amasa was an acquisition from the free reading of God's word—by those who had been freely taught to read—for Amasa was "made captain of the host (of Solomon's army) instead of Joab." The Scotts went from Scotland to America in 1710; the Lynnes went to America in 1735.

Such immigrants could struggle successfully with the stubborn soil and belligerent climate of New England; they knew all about belligerency. Judge Crossfield was graduated from St. Johnsbury in 1876. It is in St. Johnsbury, Aledonia County, Coolidge was graduated there in 1883. Having been graduated from

academy, young Crossfield went clerking, to accumulate funds for college; and after hours he read law in the office of Henry Clay Bates, remembered in the Philippines as the judge of the court of first instance at Iloilo for several years. At St. Johnsbury, of course, the humanities were stressed. There was an abundance of Latin and Greek, mathematics and history. Crossfield was a boarder in the home of A. W. Hastings, still another Vermont, remembered in the Philippines, for Hastings was once cashier of the customhouse in Manila, and later a member of the municipal board and financial officer of the city.

Crossfield didn't like clerking in a store. It was a clothing store, and from the clerkship he went as a drummer on the road for Allen and Company, clothiers. After two years, or in 1881, though Dartmouth was still vaguely in mind, savings from a drummer's commissions were hardly up to these great expectations; so Crossfield took a post in the Indian Office at Washington and was soon assigned to the Sisseton and Washington agency (these people being tribes in the Six Nations) in what was then the Territory of Dakota. At Sisseton Crossfield was acting Indian agent part of the time.

Another assignment at the Indian Office in Washington enabled him to attend Georgetown University, where he got his bachelor's degree in '83 and his master's in '84. He was then admitted to the practice of law by the Supreme Court of the District of Columbia. In 1885 he returned to Sisseton to have charge of the Indian school. With his authorization from the bishop, he often officiated at weddings and baptisms, and read the funeral service. This was perilously near to being a minister; but it was, after all, only in a sort of *ex officio* capacity.

From Sisseton, our young lawyer soon removed to Brown's Valley, Minnesota, and formed a partnership with Ed. Crawford. Politics, of course, attracted him. By 1898 he had been in the legislature, and already enjoyed excellent repute in Congress. But that was the year, 1898, and the war on with Spain. Law practice and politics went into the discard. Crossfield received a captain's commission in the 15th Minnesota U. S. Volunteer Infantry, which, going into camp at Fort Snelling, and

later Camp Meade, Pa., was finally mustered out at Camp Macdonald, Ga., without having had the luck to get into real action. The young Ohio congressman, for whom, in the Minnesota convention of 1892 Crossfield as a delegate had cast one of the first votes for his nomination for President, was now in the Whitehouse, with the Philippines as one of his big problems.

Going back to Minnesota by way of Washington, Crossfield was asked by McKinley to take a commission in a regiment to go to the Philippines. Beset with well justified misgivings, Crossfield courteously declined McKinley's offer. The result of his declining had been disappointing and that he planned going back to Minnesota and resuming life out there. He did so, and was elected county attorney, with the boys behind him for Congress next term. This news reached Washington, and disturbed the congressman then representing the district—who was, in fact, a personal friend of Crossfield's. He went to McKinley and Crossfield's declining of the commission had reconsidered that offer of Philippine service and would now accept a commission. The first news Crossfield had, therefore, was the commission, the captaincy of Company "L," 44th U. S. Volunteers. The regiment arrived in the islands, landing at Manila, in November, 1900, and had active campaigning in Iloilo and Cebu.

In May, 1900, by order of General Arthur MacArthur, Captain Crossfield relieved Major W. D. Evans as collector of customs and captain of the 1st of Cebu, where he remained until June, 1901, thus giving the lieutenant who had taken over command of the company his opportunity to return with the regiment and be mustered out in the United States.

Under Taft, civil government was being organized to take over from the military. Though the return to Minnesota was still in mind, Crossfield found no way of declining honorably the proffer of the post as City Assessor and Collector and as the Collector of Customs at Zamboanga, for which he was ordered to report to Manila. His deputies were Capt. Henry Steise and Ellis Cromwell; assistants, to whom he ascribes the chief credit, included A. J. Brazee, John R. Wilson (now secretary of the Chamber of Commerce), and J. Y. Hamilton, who is now in a high post in the postoffice department at Washington. The first assessment of real property ever made in the Philippines was undertaken, with success, and the system devised for the evaluation of real property still continues. Between 18,000 and 19,000 parcels of real estate in Manila were evaluated, and when the first land tax had been paid Crossfield went over to the Ayuntamiento



A. S. Crossfield

to tender his resignation to Vice Governor Luke E. Wright, then acting governor, Taft having gone to the United States.

But Wright had another job in view, not resignation. He explained that customs affairs were in a tangle, and that Crossfield was needed as judge of the court of customs appeals, which was being created, and ex officio clerk. He said that in two or three years everything could be straightened out, which proved in the sequel to be the case, and that Secretary Henry C. Ide (afterward governor general, April-September, 1906, and subsequently American minister to Madrid), then holding the insular portfolio of justice and finance, would be on the court, together with Chief Justice Cayetano Arellano of the Philippine supreme court.

The post was reluctantly accepted. Captain Crossfield became Judge Crossfield in 1902, on the Court of Customs Appeals. During two years, thousands of cases were reviewed and decided, every decision without exception being written by Crossfield, with Ide and Arellano signing as members of the court. Meantime, back at Fergus Falls, Minnesota, for the congressional nomination, Judge Crossfield, absent and busy in Manila, has received 48 out of a total of 100 votes, with nomination meaning election and in the judicial convention, there has been a deadlock during three days in which the nomination for district judge has wavered between Crossfield and rival candidates.

Judge Crossfield never got back to Minnesota, as a matter of fact, to take up there the promising career opening to him when the events ensuing on '98 claimed his services.

In 1904, when the customs court assignment was closed with the abolition of the court, no longer required, he was appointed to the court of first instance at Manila, where he remained until 1914. Upon resignation then, he formed the law partnership, Crossfield and O'Brien, where he remains the senior member.

Has the reader noted the *H. C.'s* in Vermonters' names? Henry Clay Bates, Henry Clay Ide, and both, for Ide was one, St. Johnsbury, Vermont man. Vermont has great admiration for Henry Clay of Kentucky, who "rather be right than President." It was Clay's regard for the Constitution that gave him so many namesakes in Vermont. Yet it was Henry Clay Ide, on the Philippines customs court, that re-wrote one decision, just one, made by Judge Crossfield. It was in a matter of duties against goods from the United States into a territory. Judge Crossfield, following the Constitution, decided, of course, that duties couldn't prevail between States, nor between a territory and the States. Ide reversed this, following "the diamond ring" cases, to which he invited Judge Crossfield's attention.

"Oh, I know about those cases, all right; but I think the decisions are wrong!" was Crossfield's reply. (When the Congress of the United States shall have come to the same conclusion, this territory will embark upon the career of prosperity which its resources and its abundant public domain give promise of.)

Since 1907 Judge Crossfield has gradually become more and more interested financially in Kumassie Plantation, Davao, where he has become the principal stockholder. It is about 2,000 acres, and about half planted up, to hemp and coconuts. It has, quite naturally, produced more wealth for the islands than profit for Judge Crossfield. Yet, there it is, at last, a really valuable place, clear and under firm Torrens-law title.

Mrs. Crossfield came to Manila in 1902; the keen sorrow of her death three years ago remains in the memories of innumerable friends. The eldest son, an attorney, died recently in San Francisco, where he was practicing his profession. Albert S. Crossfield, Jr., Crossfield, Jr., is a specialist in chemistry and in charge of the research chemical laboratories of the Union Oil Works at Wilmington, California. His war service began as a volunteer private assigned to drill raw troops, and closed with a commission rank at Lakehurst, where he was in charge of the ammunition testing work and gas defense service. Judge Crossfield's daughter, Mrs. A. P. Drakeford, is married to Drakeford, Jr., a specialist in chemistry and in charge of the research chemical laboratories of the Union Oil Works at Wilmington, California. His war service began as a volunteer private assigned to drill raw troops, and closed with a commission rank at Lakehurst, where he was in charge of the ammunition testing work and gas defense service. Judge Crossfield's daughter, Mrs. A. P. Drakeford, is married to Drakeford, Jr., a specialist in chemistry and in charge of the research chemical laboratories of the Union Oil Works at Wilmington, California. His war service began as a volunteer private assigned to drill raw troops, and closed with a commission rank at Lakehurst, where he was in charge of the ammunition testing work and gas defense service. Judge Crossfield's daughter, Mrs. A. P. Drakeford, is married to Drakeford, Jr., a specialist in chemistry and in charge of the research chemical laboratories of the Union Oil Works at Wilmington, California.

Judge Crossfield, with such a long period of life in the Philippines behind him, has a well formed opinion on the problem here. This opinion is that all America's troubles are of her own making, and that she began making them with the announcement 25 years ago of the policy: *The Philippines for the Filipinos*. Until then, no one thought of anything but permanent American sovereignty over the islands, he says, and the only political party existing in the islands was for the status of an organized and incorporated territory. America herself caused the about-face, thereby entailing all her subsequent difficulties. If the islands had from

the first been treated as all other American territories, as a place where Americans could freely go and settle, and rear their families under the assurance of the flag remaining over them, not a few, but a thousand and more stories similar to this one, could now be written of the first American pioneers after the occupation and the cession.—W. R.

Mr. Brown thinks that the matter may be settled by providing for the retention of the Philippines for some term like 50 years, with a provision for a vote among the Filipinos on the question of independence 10 years before the expiration of that period.

Affects Australia.—On a matter such as this, where sovereignty is concerned, constitutional lawyers agreed that a plebiscite of the whole American people and not merely the Congress, will be imperative.

The issue of that plebiscite is one of vital interest and importance to Australia.

Mr. Brown gives reasons for it. Already 90 per cent. of the stores in the Philippines are owned by Chinese. If the American Administration is removed, Mr. Brown says that there will be an immediate rush of Asiatic immigration, with the result that the islands will become an Eastern stronghold in the Pacific.

"This means that there will have to be a strong fleet, British or American, in the Pacific, to balance the situation," declared Mr. Brown today. "In my opinion, this is the reason underlying the Singapore naval base. This depot is being constructed to face the eventuality of an American withdrawal from the Philippines."

In the event of Philippine independence being declared, Mr. Brown asserts that it would mean that some other nation would control the islands.

Control of Pacific.—"Possession of the Philippines would undoubtedly give control of the Pacific. At Guam there is the only harbor for thousands of miles round, and it could be converted with very little difficulty into a second Heligoland."

"That is why I say that the question of Philippine independence is much more than a domestic matter. It is a subject of tremendous international importance."

"There are literally thousands of square miles in the Philippines which have not been touched," concluded Mr. Brown. "Water-power and mineral resources have not been developed at all. Great areas of the Island have not even been surveyed. Americans are reluctant to invest much money in the place on account of the insecurity of the tenure."

—Sydney (Australia) Sun.

PARKE BROWN'S VIEW

What is the secret of the Marianne Islands? Over them hangs the signboard "No Visitors Allowed."

The political editor of the *Chicago Tribune*, Mr. Parke Brown, at present passing through Sydney, was politely informed of this injunction.

No inspection, he states, is allowed of the islands, despite the terms of the mandate.

Mr. Brown is on his way to Samoa, after a tour of the Philippines and Guam. He is one of the half-dozen American press correspondents who accompanied the United States Commissioner (Colonel Thompson), appointed by President Coolidge to investigate conditions in the Philippine Islands.

Referendum Likely.—Colonel Thompson's inquiry has now been finished, and the report which he has prepared for the President is a matter for conjecture. In Mr. Brown's opinion the net result of the visit will be a plebiscite of the American people, to be taken shortly, on the question of the retention of the Philippines as an American colony.

Colonel Thompson and the correspondents travelled all over the islands by motor car and coastguard launch, and spent three months on their investigation. All of the correspondents, and it is thought Colonel Thompson himself, reached the same conclusion—that there was no immediate necessity or reason for the independence of the Philippines.

But Mr. Brown forecasts an early referendum in America, throughout the people, on the question of fixing a definite term of years for the retention of the colony, so that business and politics may be stabilized. The whole question is one of bitter conflict in the United States between the Democrats and the Republicans. The former are anxious to get rid of the islands.

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Manila

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Iloilo

The Political Organization of Sulu Provinces

By Ludovico Hidrosollo, Director, Bureau of Non-Christian Tribes

The province of Sulu is composed of the municipality of Jolo and the twenty-one municipal districts of Tongkil, Luluk, Panamau, Patikul, Talipao, Maimbung, Parang, Pangutaran, Tapul, Pata, Siasi, South Ubian, Tandubas, Banaran, Simunul, Sitangkai, Bongao, Laparan, Cagayan de Sulu, Marungas, and Balimbing. The municipal government of Jolo is vested in a municipal president, the vice president and one representative from each barrio of the municipality who acts as councilor. The president, vice president and councilors are all elected under the general election law.

The municipal president is the chief executive of the municipality and exercises, among others, the following general powers:

He takes care that all laws, ordinances, regulations and resolutions in force in the municipality are duly observed and executed within the jurisdiction of the municipality; he sees to it that all other officers of the municipality faithfully discharge their respective duties and to that end may, with the approval of the provincial governor, cause to be instituted any appropriate criminal action or take other proceedings to bring the attention of the proper superior officer to the derelictions of municipal officials; he submits to the municipal council from time to time such information and recommends such measures as he finds advantageous to the municipality; he presides over all meetings of the municipal council and has the right to vote on ordinances or other matters coming before the council only in the case of a tie vote; he issues orders relating to the police or to the public safety, and orders for the purpose of avoiding conflagrations, floods and the effects of storms or other public calamities; he appoints, by and with the consent of the majority of all the members of the council, the municipal secretary and non-elective officers and employees provided for by law or by ordinance with the exception of school teachers, the municipal treasurer and his subordinates; he assists the provincial treasurer and his deputies in the collection of taxes; he acts as *ex officio* justice of the peace for the municipality in the absence of the justice and auxiliary justice of the peace; and he prepares and presents to the provincial governor an annual report covering the operation of the municipal government during the preceding year.

The vice president is a member of the municipal council and acts during the temporary absence or disability of the president of the municipality in place of the latter.

A councilor of a barrio keeps the people of his barrio informed as to the acts of the council, submits recommendations to the municipal council affecting his barrio, and appoints not more than two lieutenants of the barrio under his immediate supervision.

The other officers of the municipality are the municipal treasurer and the municipal secretary.

The legislative body of the municipality is the municipal council composed of the president, vice president and one councilor from each barrio.

Among the most important powers of the municipal council are: to make the necessary appropriations for the expenses of the municipality and establish and fix therein the salaries of the municipal officers and employees; to purchase, receive, hold, sell, lease, convey and dispose of property, real and personal, for the benefit of the municipality; to close in whole or in part, with the authorization of the secretary of the interior, any municipal road, street, alley, park or square and to devote same to any municipal purpose; to provide for the levying and collection of taxes and other municipal revenues; to issue licenses fixing the amount of license fees for peddlers, etc.; to regulate license or prohibit dance halls; to establish and maintain schools; to provide for laying out, opening,

extending, widening, strengthening, closing up, constructing or regulating in whole or in part any public plaza, square, street, etc.; to maintain

waterworks for the purpose of supplying water to the inhabitants of the municipality; to suppress or regulate houses of ill-fame and other disorderly houses; to fix penalties for violation of ordinances; and to make such further ordinances and regulations not repugnant to law as may be necessary to carry into effect and discharge the powers and duties conferred upon it by law and such as shall seem necessary and proper to provide for the health and safety, promote the prosperity, improve the morals, peace,



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good order, comfort and convenience of the municipality and the inhabitants thereof.

A municipal district government has the same officers as that of a municipality. The only difference in the organization of a municipal district government from that of a municipality is, that the provincial board acts as council for a municipal district. However, for the purpose of gradually training the officers of the municipal district in the exercise of self-government, a council consisting of the district president, as presiding officer, and a district vice president and district councilors as members, is constituted in each municipal district. To this council may be submitted such questions for discussion and recommendation as the provincial board shall determine. The officials of a municipal district are appointed by the provincial governor subject to the approval of the director of the bureau of non-Christian tribes.

The government of the province is vested in a body called the provincial board, consisting of the governor, the secretary-treasurer and a third member. The provincial governor acts as the presiding officer of the board. In the absence or disability of the provincial governor his duties are performed by the third member or by the provincial secretary-treasurer according to which of these shall have been previously authorized or delegated by the provincial governor.

The duties and powers of the provincial board are not very different from those performed and exercised by provincial boards of regularly organized provinces. Among the more important duties and powers of the provincial board are: to hold regular weekly meetings and such special meetings as the provincial governor may call; appropriate money for the general welfare of the province and its inhabitants; to levy in its discretion upon the real estate of the province for provincial purposes an annual tax with the limitations prescribed by law; to provide for the construction of provincial roads, bridges and other permanent public works; to adopt rules and regulations for the control and restriction of agricultural pests; to extend by resolution the time for the payment of land taxes; to remit for justifiable causes the land tax; and to adopt rules, regulate the hours and employment of subordinates in the various provincial offices.

The provincial governor is the chief executive of the province and as such he sees to it that the laws are faithfully executed by all officers of the province. He exercises general supervision over the municipal councils and provincial employees. He is charged with preservation of peace and order throughout the province. The provincial governor is appointed by the governor general with the advice and consent of the Philippine senate.

The third member is chosen by the vice presidents and councilors of the municipality and municipal districts. He attends the meetings of the provincial board and attends to such other duties as may from time to time be assigned to him by the provincial board.

The secretary-treasurer is the chief financial officer of the province and *ex officio* provincial assessor. He keeps the tax assessment list of real property in the province, collects taxes and keeps the funds and property of the province.

The provincial secretary-treasurer is appointed by the governor-general with the advice and consent of the Philippine senate.

The other provincial officers are the provincial fiscal, the health officer and the district engineer. The provincial fiscal is the legal adviser of the provincial government and its offices. The health officer is in charge of the health and sanitation of the province. The engineer performs such duties as are entrusted to such officials in the regularly organized province in connection with the construction of public works and permanent public improvements.

NOTE:—The duties devolving upon local branches of government in Jolo are set forth above in practical details with those of the government branches in the Christian provinces; and, as this information may well be set before the reader once, space is allowed it in this issue.—Ed.

British East India Company's Sulu Factory

One of the obscure trade facts of other days respecting the Philippines is that from 1763 to 1775 there was a factory or fortified trading post of the British East India Company in the Sulu archipelago. This post was established in 1763 by treaty with the reigning sultan, Ali Mudin, whose throne in Jolo had been usurped by his son Ismael while he himself was on an enforced trip to Manila for the purpose of embracing Christianity. He was afterward compelled to remain in Manila, where he was given the title of Fernando I of Sulu, but practically held a prisoner by the Spanish government. The British East India Company invested Manila in 1762 and evacuated it the following year.

The fleet was under command of Captain Brereton, who, upon leaving Manila waters in accordance with the treaty with Spain in Paris, took Ali Mudin with him and restored the sultan to his throne.

For this service Ali Mudin ceded Balabang, an island off the north coast of Borneo, which itself was then and for about a century more, domain of the Sultan of Sulu. On Balabang the British built their factory, defended by a fort with all its guns pointing seaward. Back of the little post, all was mangrove swamp and seemingly impassable jungle; no fear was felt from that quarter.

Besides, the Suluanos and the British were allies. The station was a most advantageous one from which to operate against the pirates of the Malacca straits and contend against the Dutch and Spanish, before, for the same purposes, Penang was acquired and developed, and, later, Singapore—these two acquisitions putting an effectual British lock on the straits, through which commerce with the East had to pass toward Europe.

Let no one suppose this to have been an imposition: the prior history of the straits shows that it was in the interest not of England alone, through the East India Company, but of universal commerce. The benefit became more, of course, to England and universal commerce, when the East India Company went out of commission in 1867.

But this is running ahead of Balabang. The place built up rapidly, quite naturally, since it drew from the spice trade of the Moluccas and the "foreign trade of consumption" from India, China and England. Ismael, of course, raised a row and sought an ally in Andra, governing in Manila. In 1773, Andra sent Don Juan Cancelli down to cooperate with the commander of the presidio in Zamboanga and with Ismael, and drive out the British and de-throne Ali Mudin once more. Cancelli was more attracted, it seems, by southern belles than southern campaigns; for the

presidio to cooperate with him proved impossible, and the British were in no way disturbed.

A Moro nobleman proved the final undoing of Balabang, where some one in authority took her from Jolo and brought down upon the post a vow of vengeance soon to have sanguinary fulfillment.

The nominal Balabang garrison was 300 English and 400 Sepoys. Sickness had reduced it to 75 infantrymen and 23 artillerymen when the carefully planned Moro ambush succeeded, at dawn of March 5, 1775. Datu Tentong led the Moros. Under cover of darkness, barots carried seven men at a trip until a sufficient force was concealed in the forest back of the fort. The attack at dawn being an utter surprise, a quick and bloody victory was obtained over the garrison. Two brigs and a bark were in harbor, many members of their crews carousing ashore. The governor and some other survivors of the assault on the fort, swam to these ships and tried to turn their guns on the Moros. Tentong fired from the fort.

Dacula was Tentong's master gunner. His first shot cut the bark's cable and made her drift out with the tide. Another shot hulled one of the brigs, which sank with great loss of life—every man on her either drowning ignominiously or suffering the death of the Moro kris and kampilan upon reaching shore. The other brig escaped, with a few survivors, to Madras, where the tale of disaster was told. Moro love was revenged. Percy A. Hill, who has gathered the data and made a charming tale of it, says the loot of Balabang included 45 cannon, 250 muskets, 22,000 shot, 14,000 pesos in bar gold, and almost a million in merchandise, and that this was divided among the factions in Jolo.

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MANILA, P. I.

The American revolution came on. It was 1803 before the British could attempt reprisals; but then they sent warships and made such exactions as to cause Tentong's popularity to wane perceptibly. He redeemed his fame as a warrior by raiding Luzon and the Visayas. Balambang was never restored.

INDIAN JUTE INDUSTRY

NOTE.—Sending the following to the Journal, Dean Charles F. Baker of the College of Agriculture says, "and still, in spite of British 'entrenchments,' we believe part at least of local needs could be profitably supplied from household industry from our regular wild jute crop." The paper is by T. H. Holland and first appeared in the Journal of the Royal Society of Arts.—ED.

One of the most remarkable instances of a monopoly among vegetable products of commercial value is jute, the growth of which is practically confined to the confluent delta of the Ganges and Brahmaputra in North-eastern India. Less than a hundred years ago the East India Company, in their desire to reduce their bills for ropes and sacking, turned their attention seriously to jute cultivation. Thirty years later, when the Russian supplies of hemp and flax were cut off by the Crimean War, jute manufacture, and therefore cultivation, entered the class of major industries: since then progress has been rapid and, on the whole, steady.

A few figures will give an idea of the dimensions of the jute trade and therefore the kind of temptation there may be to those who are searching for other areas of cultivation and for other suitable fibres. The area under cultivation ranges around 3 million acres; it has increased about 400 per cent. in 40 years. The annual crop is about 1-1/2 million tons, of a value that is subject to rapid and wide variations, but recently has been in the neighbourhood of £40 millions; the revenue from export duties alone is worth about £1-1/2 millions to the Government of India. The whole industry, which is relatively young, offers therefore some temptations to competitors.

What are the characteristics which give this area an unchallenged advantage? They are approximately these:—

(1) An annual flooding of the plains with fresh alluvial silt, enabling a crop, which is essentially exhausting, to be repeated yearly without artificial fertilisers; (2) An abundant supply of water for retting, as the harvesting season coincides with the latter part of the monsoon, which, in Eastern India, never fails; (3) The adoption of both upland and lowland cultivation, ensuring supplies even during extremes of excessive or deficient rainfall; (4) A thickly-populated area with consequent abundance of cheap labour; (5) The establishment near Calcutta (and therefore connected by a relatively short distance with cheap water-transport) of well-organised spinning and weaving mills of the most advanced type, enjoying the advantages of cheap coals and cheap labour.

The last-named feature is among the forms of protection that might be described as "entrenchments"—established marks and brands, established trade relations and finance, making it difficult for a substitute or for another equally suitable area of supply to get a foothold in the markets. As the freight charge to distant ports forms a considerable fraction of the initial cost of a relatively cheap raw material, the local manufacturer has a corresponding advantage over the foreigner. The price of raw jute has ranged during the last three years from £27 to £50 a ton and is now about £30. Those who are in a position to estimate the outlook, and have good reason for doing so with precision, consider that, so long as jute keeps below £35 a ton, which is sufficient to keep the cultivators' attention from other crops, no other fibre substitute is likely to challenge its position in the market, and no other area is likely to

compete with the deltaic tract of Bengal, Bihar and Assam.

About two-thirds of the crop is taken by the local mills, and the rest goes abroad for mills like those at Dundee which once controlled the manufacture. Before the War the United Kingdom was taking over one-third of a total export of three-quarters of a million tons. Germany then took one fifth of the exports. Germany was, of course, cut off completely during the war, but has since renewed her demand, and last year outstripped the United Kingdom as a buyer of raw jute, which fact may be of some use to the Dundee Labour Leaders but is a matter of indifference to the Indian cultivator. His position seems to be secure for some time; with the help of the agricultural officers he is planting superior disease-resisting strains, and, when necessary, is using manure to improve the out-turn.

An interesting comparison between jute and cotton is possible; for both are grown on lands

which might be utilised for food crops whenever the cultivator thinks it will pay him to change over. The chief competitor with jute is naturally rice, and in America the crop that can replace cotton most easily is maize. But there is this important difference: over-production of maize is quickly attained, and the recent journalistic threat to reduce the area of cotton cultivation in the Southern States has apparently been made without full knowledge of the facts. Bengal, on the other hand, imports rice, and in sowing rice instead of planting jute, the cultivator is sure of a hungry market.

The natural advantages which the jute grower enjoys are strengthened materially by the local establishment of the manufacturing industry, based on a local market for sacks to handle the produce of 230 million acres under cultivation. It is the absence of such facilities for local manufacture that endangers the security of many raw materials, and the lesson from our Imperial point of view is of prime importance.

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COPRA AND ITS PRODUCTS

By E. A. SEIDENSPINNER

President and Manager, Copra Milling Corporation



Trading in copra was not brisk for the first few days of the month due mainly to the early January holidays. Buying activity became manifest about January 10th and continued undiminished up to the end of the month. Notwithstanding the fact that arrivals for January, 1927, were in excess of those for the same period

during the past five years, buying pressure was sufficient to advance prices from a December month end high of P12.50 for rescado copra to a January high of P12.50 for copra of the same grade, at which latter figure the market closed. Healthy January production was, in a large measure, due to the still available supply of nuts, felled by the November typhoon and it is not expected that copra arrivals at Manila will materially decrease until the last half of February or early March. Total receipts at Manila for the months were 290,478 bags. The London copra market advanced during January and while erratic in spots has on the whole ruled steady. Latest advices from U. S. and foreign markets:

San Francisco, Cebu sundried \$0.47-7.8 to \$0.05; London, Cebu £26 10; Manila, Buan Coriente P\$1.00 to P\$1.125. Rescado P\$12.25 to P\$12.50.

COCONUT OIL

U. S. trading in this commodity opened during the early days of the month at an eighth advance over closing December levels. The month volume of business has not been large and steadier prices have been, in the main, the result of the ability of refiners to grant sellers small concessions in price due to comparatively high butter prices. While some of these trades, both for nearby and future positions, attained a high of 8-1 4 cents f. o. b. tank cars, we doubt that any considerable volume of business could be done at better than 8-1 8 cents f. o. b. Coast. We have no quotations from London for coconut oil but have been advised that the market for January moved entirely in parity with the U. S. market. Latest cable advices: San Francisco, \$0.8-1 8 to \$0.8-1 4 f. o. b. tank cars; New York, \$0.8-3/8 to \$0.8-1 2 f. o. b.; Manila, P.35 to P.36 per kilo.

COPRA

We have little of interest to report from foreign markets covering this item. The month opened with Continental bids of £6/13 c. i. f. Hamburg and closed at £6/15 both comparatively unchanged. During the middle of the month buyers increased their bids to £7/2 6 for nearby positions but this reaction was short lived and we were unable to note any volume of trading at the high figure. The U. S. market for copra cake continues listless with ample supplies at prices unattractive to local crushers. Latest cable advices: Hamburg, £6/15 April-May shipment; Manila, Sellers P\$7.50 to P\$4.00 per metric ton ex-godown.

Manila, P. I., February 4, 1927.

CHINESE COMMERCE DIRECTORS

Following are the officers and directors of the Chinese Chamber of Commerce for 1927: Albino Z. Sycip, president; Henry Yu Cho-Yee, vice president; Ty Hoan Chay, treasurer. Dee C. Chuan, Yap Tian Sang, Tan Sam To, Chan Quan Pang, J. G. Chiocho, Yu Cong Eng, Lo Fo Hing, Yu Yet, Go Ko Lay, Di Buncio, Kwi Hua San, and Go Siang Lim, directors.

TAXABLE REAL ESTATE IN THE CITY OF MANILA

Year	Land Value	Improvements	Total Value
1909...	144,788,464	137,124,052	181,912,616
1910...	44,722,986	37,873,412	82,596,398
1911...	45,416,891	38,960,067	84,376,958
1912...	45,240,496	40,603,425	85,843,921
1913...	45,446,075	44,776,676	90,222,751
1914...	49,359,610	46,497,386	95,857,006
1915...	40,052,424	49,618,164	98,670,588
1916...	49,543,125	51,332,269	100,875,394
1917...	50,255,517	53,779,193	104,034,710
1918...	51,198,161	55,969,295	107,167,911
1919...	52,835,251	60,364,273	113,199,524
1920...	93,938,466	65,210,990	159,149,456
1921...	94,467,508	117,454,867	211,922,375
1922...	94,587,171	126,577,931	221,165,048
1923...	105,177,646	131,989,236	237,166,872
1924...	106,343,387	136,135,336	242,478,723
1925...	106,790,702	139,181,356	245,872,058
1926...	107,193,519	142,317,374	249,510,893

EXEMPT OF REAL ESTATE TAX

Year	Land	Improvements	Total Value
1909...	24,044,746	22,152,835	46,197,581
1910...	24,044,746	22,152,835	46,197,581
1911...	20,458,775	25,242,686	45,701,461
1912...	29,015,676	25,491,742	54,507,418
1913...	31,621,927	27,438,949	59,070,876
1914...	35,087,498	26,677,889	63,765,387
1915...	34,584,361	29,132,045	63,716,406
1916...	34,082,323	29,854,767	63,937,090
1917...	34,355,446	30,247,528	64,602,974
1918...	34,083,211	30,538,725	64,621,936
1919...	33,864,120	31,111,443	64,975,563
1920...	48,700,999	32,822,235	81,523,834
1921...	49,110,652	52,046,398	101,157,050
1922...	48,880,960	52,711,862	101,592,822
1923...	48,858,900	52,901,567	101,760,467
1924...	66,916,839	51,983,422	118,900,061
1925...	69,482,295	53,324,780	122,807,075
1926...	48,827,215	53,580,105	102,407,320

TOBACCO REVIEW

By P. A. MEYER

Albino Z. Sycip and Conspire Tobacco Manufacturing Co.



Raw Leaf: A revival in the interest for Philippine leaf from continental Europe is reflected by the numerous enquiries received in Manila during January. Some export sales at satisfactory prices are reported. Shipments abroad during January, 1927, are as follows:

Leaf Tobacco
Kilos

Algeria.....	37,044
Australia.....	12,978
China.....	740
Czechoslovakia.....	1,004,640
Germany.....	38,200
Holland.....	29,349
Hongkong.....	26,411
Italy.....	4,680
Japan.....	2,395
Spain.....	769,361
Straits Settlements.....	23,130
United States.....	52,136
Total.....	1,978,164

Cigars: The export to the United States during January was the lowest since April 1924, with the outlook for future business rather uncertain. The position of the Manila manufacturer is the longer the more difficult. On one side he faces increased cost of production and on the other side the American importers' demands for lower prices. Comparative figures for the trade with the United States are as follows:

	Cigars
January 1927.....	11,165,358
December 1926.....	24,085,472
January 1926.....	12,100,270

RAIL COMMODITY MOVEMENTS

By M. D. ROYER

Traffic Manager, Manila Railroad Company



The railroad has compiled statistics on the following commodities for the period December 26, 1926, to January 25, 1927, both inclusive, showing quantities received in Manila:

	Jan. 1927.	Dec. 1926.
Rice, cavans.....	223,875	184,250
Sugar, piculs.....	307,664	240,912
Tobacco, bales.....	2,900	7,900
Copra, piculs.....	119,415	22,880
Coconuts.....	2,240,000	2,520,000
Lumber, B. F.....	280,000	253,000
Desiccated coconut, cases.....	5,320	10,578

The increased movement of rice was due to the large crop and shipments in considerable quantity to Southern Islands. Increased sugar shipments were due to earlier harvest of sugar cane and a higher average price for sugar. Decreases in other commodities as compared with the previous monthly period were due to the holiday season. Future indications are favorable for an increase in the movement of agricultural products into Manila from nearby provinces, but a decrease from outlying districts due to direct trans-Pacific shipments.

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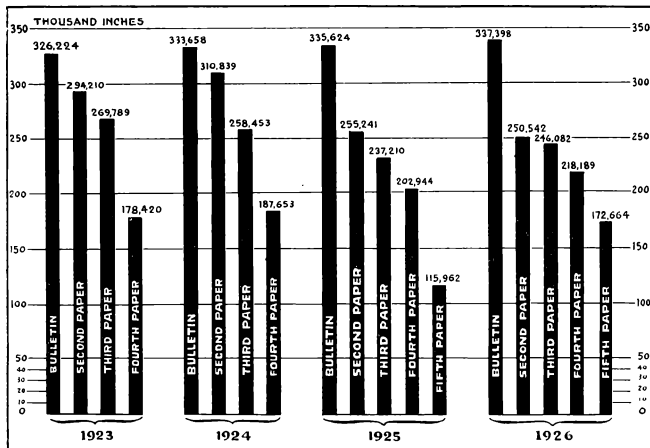
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TOTAL ADVERTISING CARRIED BY LEADING MANILA DAILIES DURING LAST FOUR YEARS:

	Column Inches
1923 FOUR leading papers	1,068,643
1924 FOUR leading papers	1,090,603
1925 FIVE leading papers	1,146,931
1926 FIVE leading papers	1,224,875

TOTAL ADVERTISING CARRIED BY THE MANILA DAILY BULLETIN, AS COMPARED WITH OTHER LEADING DAILY PAPERS OF MANILA DURING THE LAST FOUR YEARS, EXPRESSED IN COLUMN INCHES:



In 1923 the BULLETIN carried:
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 21% more than the 3rd paper
 83% more than the 4th paper

In 1924 the BULLETIN carried:
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 78% more than the 4th paper

In 1925 the BULLETIN carried:
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 41% more than the 3rd paper
 65% more than the 4th paper

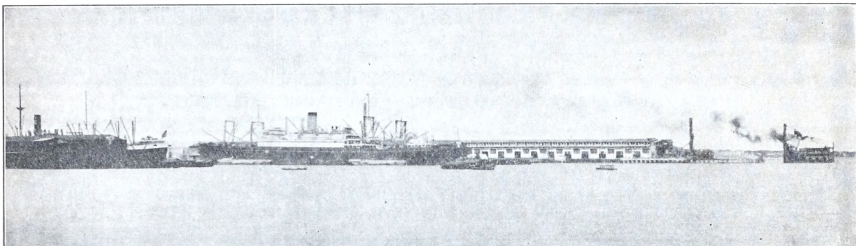
In 1926 the BULLETIN carried:
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 54% more than the 4th paper
 95% more than the 5th paper

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TWENTY-SEVEN YEARS FEBRUARY 1, 1927

SHIPPING NOTES



SHIPPING REVIEW

By H. M. CAVENDER

General Agent, Dulbe Steamship Line



There is not much change to report in the freight market. Rates generally remain firm. With the rushed milling of the season's sugar crop there is a demand for earlier sugar tonnage to both Pacific and Atlantic United States ports. As a result it is expected the rush to ship this commodity which in previous years carried through

to the month of June will be fairly well over the first part of May. Practically the entire season's sugar crop has been booked at \$4.50 to the Pacific coast and from \$6.25 to \$7.50 to the Atlantic. These rates are lower than witnessed for Philippine sugars for a number of years. The Associated Steamship Lines, Jan-

uary 29, authorized contracting for the lifting of copra to Pacific ports at \$6.00 per 2,740 pounds, gross weight delivered, through 1928. This action was taken to protect regular lines operating in the Trans Pacific trade from inroads by tramp steamers as occasioned two years ago.

Passenger traffic shows a noticeable increase in all classes of travel. This is somewhat due to the unsettled state of China causing foreign residents to remove themselves from that country. Steamship offices in Manila report heavy present and future bookings and seem to generally warn those who intend traveling during the next six or seven months to arrange their accommodations as far in advance as possible.

During January a total of 1,750 passengers, all classes, are reported to have departed from the Philippines (first figure represents cabin passengers, second figure steerage): To China and Japan 164-413; to Honolulu 1-725; to United States 67-317; to Singapore 30-12; to Europe and miscellaneous ports 15-7. Filipino emigration during the month to Honolulu increased considerably as did the movement to the Pacific Coast. The comparison shows Honolulu, December 604—January 725; Pacific Coast, December 133—January 317.

From statistics compiled by the Associated Steamship Lines there were exported from the Philippines during the month of December,

1926: To China and Japan ports 6541 tons with a total of 40 sailings, of which 3686 tons were carried in American bottoms with 17 sailings; to Pacific coast for local delivery 28,889 tons with 16 sailings, of which 25,196 tons were carried in American bottoms with 14 sailings; to Pacific coast for transshipment 2,530 tons with 9 sailings, of which 2,530 tons with 9 sailings were carried in American bottoms; to Atlantic coast 43,549 tons with 15 sailings, of which 25,959 tons with 7 sailings were carried in American bottoms; to European ports 27,993 tons with 16 sailings, of which 209 tons with 2 sailings were carried in American bottoms; to Australian ports 226 tons with 5 sailings, of which American bottoms carried none, of a grand total of 108,730 tons with 101 sailings, of which American bottoms carried 55,580 tons with 49 sailings.

SHIPPING PERSONALS

Geo. P. Bradford returned to Manila January 23 aboard the *President Pierce*. Mr. Bradford, Manila agent for L. Everett, Inc., agents in the Far East for the American Australia Orient Line, was in Hongkong about a month looking after affairs of his company.

R. C. Morton, director in the Orient for the United States Shipping Board, left Manila January 18 aboard the *Empress of Russia* enroute to Japan. Mr. Morton expected to be absent from his headquarters, Manila, six to eight weeks looking over shipping conditions in China and Japan.

M. J. Thompson, accompanied by Mrs. Thompson, returned to Manila January 29 aboard the *President Jackson* after a five month's holiday to the United States. Mr. Thompson returns to his desk as passenger agent for the joint service of the American Mail Line and Dollar Steamship Line.

J. F. van Hengel, managing director of the Holland East Asia Line, accompanied by G. van Eck, General Freight Manager and J. Nieuwenhuys, General Agent at Shanghai, both of the same line, visited Manila while the *President Pierce* was in port January 23 to 26.

G. Otton, General Manager of the Java-China-Japan Line with headquarters in Batavia, was also a visitor to Manila from January 23 to 26.

E. W. Latie, general agent, Columbia Pacific Shipping Co., in the Philippines, was chosen by unanimous vote for the office of chairman of the Associated Steamship Lines for the year 1927. Mr. Latie succeeds Mr. Cavender, who occupied the chair for something over two years.

Geo. P. Bradford, Agent in the Philippines for L. Everett, Inc., at the annual January

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meeting of the United States Shipping Board Conference, Manila committee, was unanimously chosen to succeed Mr. Cavender as the committee's chairman.

E. M. Grimm, one of the most prominent and popular officials along Manila's water front, accompanied by Mrs. Grimm and her sister, Mrs. L. E. Hamilton, left for San Francisco January 12 on the *President Taft* and expects to be absent from Manila about six months. Mr. Grimm is connected with the Manila Terminal Company and the Luzon Stevedoring companies.

G, P24; H, P20.4; I, P36.4; J1, P26.4; S1, P41; S2, P36 and S3, P27; a fair amount of business being put through at about this basis. Toward the middle of the month the export houses showed reluctance to take on further business in view of the lack of demand in the consuming markets. The Manila market consequently turned easier. A moderate business was done on the basis of E, P42; F, P41.4; G, P23.4; H, P20; I, P35.4; J1, P25.4; S1, P40.4; S2, P35 and S3, P26.4. During the latter part of the month the export houses have remained out of the market except for special parcels here and there. Dealers apparently are well sold up and are not anxious to accept a lower basis of prices on their future arrivals.

The rains continued in some of the hemp-producing provinces hindering the working of

fibres and holding up supplies. Closing values are nominally E, P41.4; F, P40; G, P23.4; H, P20; I, P34.4; J1, P24.4; S1, P39; S2, P34 and S3, P26. Both buyers and sellers indifferent.

U. K. Grades: The European market opened very dull with bears endeavoring to depress prices which nominally were on the basis of J2, P45.10; K, P44; L1, P44; L2, P40; M1, P40; M2, P35, January-March shipment. A steader tone however developed early in the month causing sellers to retire quickly and values appreciated by the middle of the month to a basis of J2, P49.10; K, P48; L1, P48; L2, P44.10; M1, P44.10; M2, P39, January-February shipment. Most of the activity of the market was confined to the January-February position; the business in more distant shipment only being possible at a substantial discount. During the latter two weeks the London market turned

REVIEW OF THE HEMP MARKET

By T. H. SMITH

Macleod & Company

This report covers the market for Manila hemp for the month of January with statistics up to and including January 31, 1927.

U. S. Grades: At the beginning of the month there were free sellers on the basis of F, 17-3, 4 cents; I, 15-1, 2 cents and J1, 11-3, 4 cents, January-February shipment in the New York market. Buyers continued to follow their hand-to-mouth policy and in holding off from buying caused a steady decline throughout the month with but little business passing. At the close the New York market was weak with values nominally on the basis of F, 16-7, 8 cents; I, 14-5, 8 cents and J1, 10-7, 8 cents, February-March shipment.

High grades have been neglected and showed a decline during the month of 1 cent to 1-1, 2 cents according to grade.

The Manila market for U. S. grades opened quiet but steady on the basis of E, P43; F, P42:

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quieter on reports of larger receipts and estimates but the market for float or prompt shipment is well sustained with £50 being paid for float J2 and business in prompt shipment J2, £49; K and L1, £48; L2 and M1, £45.10. February-March shipment forward is neglected at the close at £1.10 to £2 per ton discount on prompt shipment values.

The Manila market for U. K. grades ruled firm at the opening of January. Prompt hemp was scarce owing to continuous bad weather in the producing provinces and parcels were firmly held on the basis of J2, P24; K, P23; L1, P23; L2, P21; M1, P21; M2, P18; DL, P17.4; DM, P14. On this range of prices a moderate business was done during the first two weeks of January with here and there substantial premiums paid for single grades, specially H and DL. During the latter two weeks a small business has been done on the basis of J2, P23.4; K, P22.4; L1, P22.4; L2, P20.4; M1, P20.4; DL, P16; and DM, P13.4; and values at the close are nominally 2 to 4 cents under these prices but nothing offering thereat.

A brisk demand from Japan ruled practically throughout January.

Freight Rates: There is nothing fresh to report.

Statistics: We give below corrected stocks to January 1, 1927, and figures from period January 1 to January 31, 1927.

Stocks at January 1 have been corrected as under:—

	Bales	1926	1927
Stocks on December 31 as per last advice.....		130,128	
Add to local consumption 1926.....	5,000		
Deduct from Shipments 1926.....	1,492	3,508	
		126,620	14,238
Deduct from stocks 1926....			
Corrected Stocks on January 1, 1927.....		112,382	

	1927 Bales	1926 Bales
Stocks on January 1.....	112,382	153,181
Receipts to January 31st....	95,946	96,020
Stocks on January 31st....	102,026	129,799

Shipments

To	To Jan. 31, 1927 Bales	To Feb. 1, 1926 Bales
To the—		
United Kingdom.....	31,498	39,280
Continent of Europe....	11,103	16,657
Atlantic U. S.....	29,946	33,303
U. S. via Pacific.....	7,871	14,539
Japan.....	18,868	10,200
Elsewhere and Local....	7,016	5,423
Total.....	106,302	119,402

REVIEW OF THE EXCHANGE MARKET

By STANLEY WILLIAMS
Manager International Banking Corporation.



The year closed with telegraphic transfers on New York quoted at 7/8% premium. The new year opened on January 3 with the rate quoted up 1/8% at 1% premium and the market remained unchanged until the 15th, when the rate was raised to 1-1/8% premium. Rates were unchanged until Monday the 24th, when they were lowered to 1% premium, at which level the market remained until the close on January 31. At the close there were buyers at 5/8% premium ready

1/2% premium March.

The Insular Auditor's reports show purchases of telegraphic transfers from the Insular Treasurer amounting to \$930,000 during the week ended January 8, \$525,000 during the week ended January 15, and \$900,000 during the week ended January 22.

Sterling cables were quoted at 2/0 7/16 on January 3 and the rate was unchanged until the 31st, when it was raised to 2/0 1/2 on the weakness in the London cross rate. There were buyers at 2/0 9/16 throughout the month until the 27th, when their ideas were raised to 2/0 5/8. Three months sight credit bills were quoted at 2/1 1/8 and 3 m/s d/p bills at 2/1 1/4 through the month until the 31st, when both rates were raised 1/16.

The New York London cross rate was quoted at 485 3/8 on December 31. It touched a high of 485 1/2 on January 4, and a low of 485 on the 31st.

London bar silver closed at 25 1/16 spot, 24 15/16 forward on December 31. This market dropped away to a low for the month of 24 3/4 24 5/8 on January 5 and then rose with fairly violent fluctuations to 26 7/8, 26 5/8 on the 28th, and jumped sharply to 27 13/16, 27 9/16 on the 29th. It closed at 27 9/16, 27 5/16 on the 31st.

New York bar silver was quoted at 54 cents per ounce at the close on December 31. Dropping to a low of 53 5/8 on January 5, it climbed to 57 5/8 on the 28th, 59 5/8 on the 29th and closed at 58 5/8 on the 31st.

This appreciation in silver is believed to be a direct result of the disturbed conditions in China, the home markets being largely influenced by operations from China throughout the month.

Telegraphic transfers on other points were quoted nominally at the close as follows:

Paris, 11.50; Madrid, 169 1/4; Singapore, 113 3/4; Japan, 99; Shanghai, 74 1/2; Hongkong, 106; India, 134 1/2; and Java, 123.

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THE RICE INDUSTRY

By PERCY A. HILL

of Muñoz, Nueva Ecija,
Director, Rice Producers' Association.

Prices of rice at the consuming centers have taken an appreciable tumble, due, of course, to the supply in sight. They range from P8.20 to P8.60 per sack of 57 1/2 kilos. Falay at the buying centers ranges from P3.30 to P3.35 per cavan of 44 kilos, with a tendency to increase to par with the milled product. While the 1927 crop is threatening

ing out very well, there are several localities who register a decrease in the amounts anticipated, but taken altogether the substantial increase in supply as pointed out before is a solid contribution to well-being.

The slump in palay prices, of course, has its *fixers*, who, after blaming the Chinese, advocate organizing to make price stabilization possible. This argument is as old as Mount Mayon and mankind will be trying to attain the eternal equilibrium in prices when Mount Mayon is no more. At best it winds up in copious talk, as is *costumbre*, and to those conversant with the factors it could not be otherwise. Buyers, of course, with ready cash, take advantage of price increases and decreases, but prices in general do not take long to stabilize themselves by direct competition.

Let no one think that there is no competition among the Chinese buyers. It is just as strong there as in any other line of merchandise. The idea of getting producer and consumer together in the Philippines is just as much of a fallacy as in other lands even more highly centralized. Transportation facilitates supply, but in the case of rice, it is drawn from centers 250 kilometers away from consuming points. From the producer it of a necessity has to pass through the hands of the buyer, storer, miller, and retailer, each entity of which fills its particular niche in the industrial end of the business. There is no short-cut, no leaping-over of those factors, for they are part and parcel of all trade activities—the indispensable middlemen.

REAL ESTATE

By P. D. CARMAN

San Juan Heights Addition



next few months.

This month shows a slight gain over January, 1926, although to reach this month's total an exceptionally large sale for more than P400,000 in Paco was required.

Better times are predicted and after the slump of last year, it seems reasonable to expect a considerable increase in real estate transactions during the

JANUARY SUGAR REVIEW

By GEORGE H. FAIRCHILD



New York Market: On the whole, the American sugar market was weak and dull during the month under review. It was steady and strong during the first days of the first week with prices gradually advancing until a record for the last two years was made on the 3rd when Cubas for January shipment were sold at 3-1/2 cents c. and f., or 5.28 cents

l. t., duty paid, for P. I. centrifugals. Prices declined at the close of the first week, and sellers offered Cubas at 3-3/8 cents c. and f. (5.15 cents l. t.), but there were no buyers at this price. Prices continued to decline throughout the second and third week when sales of Cubas for spot and prompt shipments were made at prices ranging from 3-1/4 cents (5.02 cents l. t.) to 3-3/16 cents (4.96 cents l. t.). At the close of the third week, however, the market steadied with fair sales of Cubas for prompt shipment at 3-1/4 cents c. and f. (5.02 cents l. t.). This improvement in the market was not maintained, since during the following week, prices for Cubas again declined to 3-1/8 cents c. and f. (4.90 cents l. t., duty paid, for Philippine centrifugals), in spite of the fact that refiners at the close of the month endeavored to stimulate the market by buying some 8,000 tons of Cubas and Porto Ricos for February shipment at 3-1/4 cents c. and f. (5.02 cents l. t.).

SALES CITY OF MANILA

	December 1926	January 1927
Sta. Cruz	P 157,370	P 124,947
Malate	89,000	89,861
Paco	12,500	449,734
Sampaloc	62,527	79,466
Ermita	131,361	126,200
Tondo	42,820	245,063
Sta. Ana	12,289	7,993
San Nicolas	14,000	18,500
Binondo	112,000	—
Quiapo	8,400	58,000
Intramuros	—	7,800
Sta. Mesa	25,200	—
San Miguel	2,250	3,767
Pandacan	2,358	4,200
Totals	P 672,075	P 1,215,531

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The poor demand for refined in the United Kingdom and the United States during this month, and the over-abundant stocks in the Atlantic sea board were mainly responsible for the decline in prices in the American sugar market. At this time of the year, on account of the cold weather, there is usually a decline in the demand for refined in the United States. The arrivals of new stocks from the Cuban crop have increased visible supplies at the Atlantic sea board to the amount of 135,000 tons at the close of the month as compared with 50,031 tons in 1926, and 40,164 tons in 1925. Practically all of the sugar factories were operating by the end of the month, since 171 mills were reported to be grinding on January 31, 1927, against 172 mills at the same time in 1926, and 169 mills in 1925.

As indicated, prices declined during the month under review for reasons already stated, notwithstanding the fact that the world's visible supplies were reported to be less in volume than they were at the same time in the previous year. The world's visible supplies in the statistical countries at the end of January, 1927, were 3,380,000 tons against 3,844,000 tons last year, and 3,064,000 tons in 1925. Moreover, according to Willett & Gray's estimate on January 7, 1927, the world's sugar production for 1926-1927 will be 1,300,000 tons less than that of the previous year, which is 200,000 tons over the previous estimate. A prominent New York sugar concern, reviewing the world's sugar conditions in 1926, said in part:

"Better prices are assured for next year, but there is no need for exaggeration. It is true that the European crops of 1926-1927 are only 6,983,000 tons compared to an outturn of 7,471,000 tons the year before. A safe index to European requirements in 1927 will be the demand from that source for Cubas. It is impossible to look ahead as far as the end of next year and foretell whether the 1927-1928 crop in Cuba will again be permitted to start only on January 1st, 1928, as that will depend upon the prices during 1927 and the outlook."

The uncertainty as to what Cuban government will do later on in the year in its restriction policy, and the uncertainties as to what will happen in the other sugar-producing countries of the world in the next few months, reduces all estimates as to the trend of prices to a speculative basis. However, present prices are much better than those which prevailed in the last two years, and it is hoped that present price levels will not only be maintained but that they may improve later on.

On the Exchange, quotations for future deliveries have followed closely the fluctuations in the spot market. The quotations are as follows:

	High	Low	Est'd
March.....	3.38	3.11	3.12
May.....	3.44	3.21	3.22
July.....	3.50	3.31	3.33
September.....	3.55	3.38	3.39
December.....	3.46	3.18	3.18

Approximately 40,000 tons of P. I. centrifugals, near arrivals and floats, were sold during the month at prices ranging from 4.93 cents to 5.18 cents landed terms.

Local Markets: Influenced by prices ruling in the American sugar market, the local market for centrifugals during the month was quiet with quotations ranging from P11.50 to P12.75 per picul ex godown.

Small lots of muscovados have changed hands on a basis between P7.25 and P8.00 per picul for No. 1.

Favorable weather has prevailed in some parts of Negros during the month with more abundant

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sunshine than was experienced in the previous months, stimulating activities in the harvesting of this crop, and planting for the next crop. Some districts, however, still report lack of sufficient sunshine. The continuous drizzle of rain during the previous three months hindered planting, and it was feared the 1927-1928 crop would be adversely affected. The good weather in the last few weeks, however, has brought relief, and planters are more optimistic.

The only Central which has not yet started milling is the Cabiao Central in Nueva Ecija. This is scheduled to commence its first milling season on February 5. The Bamban Central in Tarlac, one of the newly erected centrifugal mills, was inaugurated on January 21, 1927. To-date approximately 230,000 tons of sugar, or 50% of the crop, have already been manufactured.

Shipping statistics from the Philippines covering the period from January 1 to 22, 1927, are as follows:

	U.S. Atlantic	U.S. Pacific	China & Japan	Totals
Centrifugals	47,445	14,821	—	62,266
Muscovados	—	—	1,044	1,044
Refined	—	41	—	41
	47,445	14,862	1,044	63,351

Miscellaneous: The Java market in general was quiet during the month, apparently influenced by the weak tone in the American sugar market. Latest quotations for Superiors (99% polarization) are as follows:

	Gs.	21	per 100 kilos =	per P. I. picul f.o.b.
May	"	20-1.4	"	" = P11.38
June	"	19-7.8	"	" = 10.98
July-Sept.	"	19-7.8	"	" = 10.78
Oct.-Nov.	"	20	"	" = 10.85

A prominent broker in Java issued the following statement of sugar production for 1926, segregated to the various classes of sugar:

	V. J. P. Mills (Piculs)	Outside Mills (Piculs)	Totals
Whites (99% Pol.)	17,550,697	1,582,709	19,133,406
Soft Whites (99% Pol.)	168,710	—	168,710
Browns (98% Pol.)	4,854,587	576,210	5,430,797
Muscovados (96.5% Pol.)	6,305,060	72,393	6,378,053
Molasses	468,958	569,186	1,038,144
Bag Sugar	45,712	992	46,704
	29,394,324	2,801,490	32,195,814

as compared with 5,510,000 tons the year before, or an increase of 165,000 tons, equivalent to 3%.

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The consumption of sugar in the United States for the year 1926 was estimated at 5,675,000 tons

LUMBER REVIEW FOR NOVEMBER

1926 and DECEMBER 1926

By FLORENCE TAMESIS
Acting Director, Bureau of Forestry

The figures at hand covering the lumber industry during the year just passed indicate that the year 1926 was a satisfactory year from the lumbermen's viewpoint. The figures show that, in general, there were greater activities in lumbering in 1926 as compared with 1925. For instance, the millcut for 1926 was approximately 208,709,600 board feet

as compared with 187,022,999 board feet in 1925; export 62,709,600 board feet valued at P5,098,452, as compared with 52,217,472 board feet valued at P4,227,815 in 1925; shipment to local markets approximately 146,000,000 board feet as compared with 134,805,270 board feet in 1925; and the stock on hand at the end of December, 1926, was approximately 29,876,242 board feet as compared with 33,834,575 board feet on December 31, 1925. In other words, not only were there greater production and transactions in 1926, but there was also less money tied up in lumber at the end of the year as compared with 1925. If we consider the fact that the trade with the United States increased by at least six million board feet over that of 1925, in spite of the bitter opposition of certain lumber interests in America against the use in the United States of the term Philippine Mahogany; and if we bear in mind that the export trade in lumber increased by at least 20% while our export trade in general declined considerably, we have, indeed, every reason to consider the year 1926 as particularly satisfactory for the local lumbermen.

The experience of individual lumbermen as regards sales and prices naturally vary, but the majority declare that business in 1926 was considerably better than that in 1925. They point out, for instance, that the prices in Manila as well as in the other local markets remained comparatively firm throughout the year. In previous years, they declare, the rainy season was usually accompanied by a drop in lumber prices. The favorable condition of the local lumber market in 1926 is explained, in their opinion, by the fact that the big lumber concerns devoted more attention in 1926 to the export trade and sacrificed to a certain extent the local markets. Our figures seem to bear out the lumbermen's opinion because our data show that while the export trade registered an increase of about 20%, the local trade showed a growth of only 8% and the millcut increased but 12%.

In order to attend to the requirements of the export trade, which usually demand a better quality of lumber, the local sawmills had to pay more attention to the quality of their product rather than to the quantity of their output. For instance, mills that in the past were producing about 10% only of their total output for their particular export trade, turned out more than 20% in 1926 for the same purpose. Because, however, manufacturing for export requires more care and more time, the annual millcut is comparatively reduced. It may be said, in this connection, that in catering to the demands of the consumers of our lumber abroad, our lumbermen not only expanded their export trade but they also, even if unconsciously perhaps, helped the local trade as well because in their failure to ship more of their products to the local markets, they kept the local markets from being overstocked and as such local prices remained comparatively firm throughout the year.

Detailed figures covering our export trade in 1926 is shown by the following table:

The Japanese market, as one local prominent Japanese lumberman expressed it, requires at least three things in connection with the lumber trade, namely: the lumber should be soft or easy

to work; the price must be reasonably low; and the quantity should be plentiful. These three requirements, according to this Japanese lumberman, are met by our Tangile, the Lauans, and similar species. Because our lumber can be placed in Japan at practically the same price as those imported from other places, we ought to be able to supply a big portion of the amount consumed by the Japanese, according to this Japanese lumberman. But because the Japanese market is practically new, there is need for handling it very carefully. It is necessary, above all, that we maintain the quality of our lumber.

Detailed figures covering the lumber industry for December, 1926, are shown by the following table:

Destination	December 1926		December 1925	
	Volume Bd. Ft.	Value	Volume Bd. Ft.	Value
United States.....	5,496,736	1 ¹ 477,459	1,661,656	1 ¹ 137,096
Great Britain.....	215,816	19,510	168,752	22,175
Australia.....	14,840	1,500	902,696	70,253
China.....	131,864	8,181	667,376	56,056
Canada.....	58,512	5,864		
Japan.....			90,736	7,611
Netherlands.....	22,896	2,000	12,296	1,000
Italy.....	10,176	1,500	20,776	3,070
Hongkong.....	3,392	156		
Germany.....			2,120	90
Total.....	5,954,232	1 ¹ 516,170	3,526,408	1 ¹ 297,351

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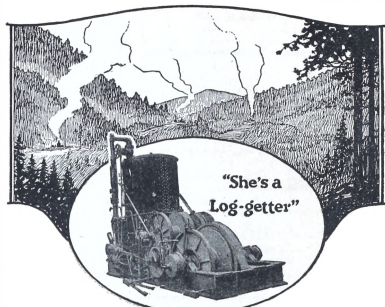
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PHILIPPINE LUMBER EXPORTS, 1926 AND 1925

Destination	1926		1925	
	Volume Bd. Ft.	Value	Volume Bd. Ft.	Value
United States.....	31,128,808	P2,793,433	25,185,600	P2,263,707
Great Britain.....	1,835,496	149,450	2,482,944	226,171
Australia.....	5,356,392	437,804	9,136,776	716,418
China.....	12,753,920	1,089,358	7,013,384	569,157
Canada.....	166,208	18,873	424,848	46,706
Japan.....	11,120,248	575,008	6,735,240	312,587
Netherlands.....	195,888	18,320	256,096	25,155
Italy.....	47,064	5,387	31,800	4,170
Hongkong.....	7,208	446	214,968	19,781
Germany.....			20,776	1,505
British East Indies.....	61,480	6,127	60,208	6,015
Cuam.....	10,176	1,897	3,816	634
Spain.....	4,664	549	848	301
Belgium.....	11,872	1,000	11,624	1,300
Egypt.....	10,176	800	636,424	34,008
France.....			2,120	200
Total.....	62,709,600	P5,098,452	52,217,472	P4,227,815

in the markets under British control. But while our trade with the Britishers declined, our trade with Japan and China, on the other hand, increased in a very marked degree. And what we lost on the British markets is more than made up by our Japanese and Chinese customers because our trade with Japan and China in 1926 has registered a gain of about 50% over that of 1925. As to whether we can keep these two Asiatic markets, remains to be seen. Those, however, who are in close touch with the Japanese and Chinese markets are optimistic of the future of our lumber trade with them. This is especially true in the case of Japan.

The Japanese market in particular should deserve more attention from our lumbermen because it shows considerable promise for our lumber trade. Six years ago, our lumber was practically unknown in Japan; after the earth-

quake and fire in Tokio and Yokohama in 1923, however, the demand in Japan for Philippine lumber suddenly increased and from that time on we have been shipping to that country about 8,000,000 feet a year. Next to the United States, Japan is our biggest foreign market.

Figures just released by the Department of Commerce of the United States show that during the first eight months of the year just ended, Japan imported 130,893,000 board feet of Douglas Fir alone from the United States. She has also imported a considerable amount of Western Red Cedar from the same source, but no figures were given for this particular wood. This information speaks for itself and should invoke interest from our lumbermen because the prices of Douglas Fir and Western Red Cedar placed in Japan do not vary very much from the prices of our wood delivered at the same place. Japan-

ese lumber users undoubtedly appreciate this fact because during the past year representatives of powerful financial interests in Japan had visited the Islands with a view of making better connection between the Japanese Empire and the Philippine Islands. The amount of our export to Japan in 1926 and the recent visits of representatives of Japanese firms to the Islands indicate that our lumber is gradually gaining favor among Japanese wood users and that the Japanese market can be developed to consume a much greater amount than what we have been shipping to that country so far. To fully develop the Japanese market, however, there is need for propaganda among the architects, builders and furniture dealers of Japan regarding the properties and uses of our woods. The finishing of our wood as practiced by Filipino and American cabinet makers is not as yet commonly done by the Japanese. Actual demonstration, coupled with exhibits of properly finished samples, will help consumers of Philippine woods to better appreciate the value and uses of our products. The Japanese wood using public is already fairly acquainted with our wood in a general way and seems to be satisfied with the species we ship to them. In fact, they prefer Philippine woods—even if at slightly higher prices—to those imported from Borneo and Sumatra because they are more certain of securing the species that they desire or are paying for.

NOTE:—Mr. Tamesis writes that the review of the lumber trade for 1926 was made by Forester Nazario P. Pallas of the bureau of forestry. The JOURNAL expresses its appreciation of the courtesy.—Ed.

Dr. Rafael Palma, president of the University, has been chosen head of the Philippine Anti-Tuberculosis Society.

PRINCIPAL EXPORTS

Table showing Principal Exports by commodity, with columns for December 1926, December 1925, and Monthly average for 12 months previous to December 1926. Commodities include Sugar, Hemp, Copra, Cigars, etc.

NOTE:—All quantities are in kilograms except where otherwise indicated.

PRINCIPAL IMPORTS

Table showing Principal Imports by articles, with columns for December 1926, December 1925, and Monthly average for 12 months ending December 1926. Articles include Cotton Cloth, Wheat Flour, Automobiles, etc.

CARRYING TRADE

Table showing Carrying Trade by nationality of vessels, with columns for December 1926, December 1925, and Monthly average for 12 months ending December 1926. Nationalities include American, British, Japanese, etc.

EXPORTS

Table showing Exports by nationality of vessels, with columns for December 1926, December 1925, and Monthly average for 12 months ending December 1926. Nationalities include American, British, Japanese, etc.

TRADE WITH THE UNITED STATES AND FOREIGN COUNTRIES

Table showing Trade with the United States and Foreign Countries, with columns for December 1926, December 1925, and Monthly average for 12 months previous to December 1926. Countries include United States, United Kingdom, Japan, etc.

PORT STATISTICS TRADE WITH THE UNITED STATES AND FOREIGN COUNTRIES

Table showing Port Statistics with columns for December 1926, December 1925, and Monthly average for 12 months previous to December 1926. Ports include Manila, Iloilo, Zamboanga, etc.

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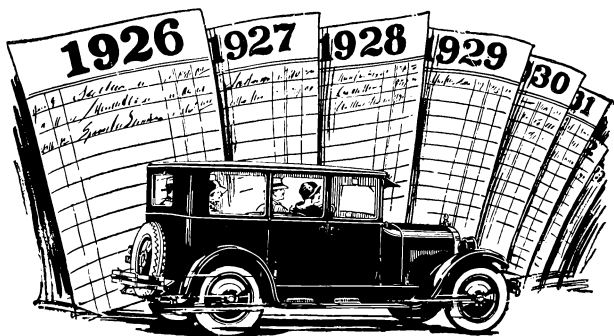
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