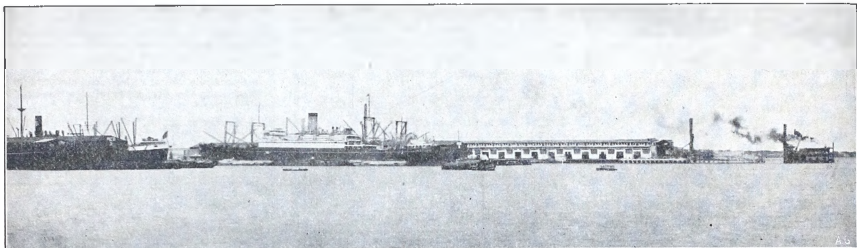


SHIPPING NOTES



SHIPPING REVIEW

By H. M. CAVENDER

General Agent, The Robert Dollar Company



The condition of the freight market in the Philippines during the period since our last report carried with it the feeling of stability and firmness. In all directions, particularly so to United Kingdom and Continental ports, the market quite readily absorbed the better part of the normal tonnage on the berth. This is interesting when placed

in contrast with the anticipated position during the coming period. Owners fully expect August to be very slack and during the past several weeks have been seeking cargo from other Far Eastern ports for tonnage normally employed with Philippine exports. Owners hold out for only light cargoes until November. Two seasonal sugar fixtures were reported at \$7.50 per 2240 lbs. N. W. D. The quantity involved amounted

to about 65,000 tons for shipment from Iloilo to U. S. North Atlantic Ports. There were no changes in rates of freight of any significance, rates remaining firm.

Passenger travel, unlike the movement of freight, fell off appreciably. This was to be expected as each year there is a noticeable decline during the months July to November inclusive. Steerage travel is particularly affected during that period owing to heavy rains which make it difficult to reach Manila and the need of labor in the provinces to carry through the planting season.

During July a total of 2447 passengers, all classes, are reported to have departed from the Philippines (first figure represents cabin passengers, second figure steerage): To China and Japan 278-460; to Honolulu 14-1180; to Pacific coast 113-335; to Singapore 36-0; to Europe and miscellaneous ports 31-0. Filipino emigration during the month to Honolulu increased materially, while the movement to the Pacific coast decreased considerably. The comparison shows: Honolulu, June 734—July 1180; Pacific coast, June 789—July 335.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of June, 1927: To China and Japan ports 10,240 tons, with a total of 41 sailings, of which 5,677 tons were

carried in American bottoms with 15 sailings; to Pacific coast for Local Delivery 22,605 tons with 11 sailings, of which 22,562 tons were carried in American bottoms with 10 sailings; to Pacific Coast for Transhipment 2,313 tons with 10 sailings, of which 2,229 tons were carried in American bottoms with 9 sailings; to Atlantic Coast, 61,998 tons with 16 sailings, of which 24,954 tons were carried in American bottoms with 5 sailings; to European ports, 13,376 tons with 15 sailings, of which 168 tons were carried in American bottoms with 2 sailings; to Australian ports, 537 tons with 4 sailings, of which American bottoms carried none, or a Grand Total of 111,069 tons with 97 sailings, of which American bottoms carried 55,590 tons with 41 sailings.

It is reported that negotiations are in progress for the purchase by private interests of forty freighters belonging to the Shipping Board, not including fourteen which are laid up, of which latter five are in Lake Union at Seattle. The forty include eight vessels operated by the Admiral Oriental Line and twenty-two operated by Swayne & Hoyt, all out of the Sound. The other ten are operated by the Columbia Pacific Shipping Company out of Portland, Ore.

As far as is known there are no Sound negotiators. The Columbia Pacific is considered as a possible purchaser and the Fleischhaker interests of San Francisco as the other. Coast buyers, however, want permission to operate to points not now on the Shipping Board list and to eliminate those restrictions which would force them to continue calls at various ports now made by these ships. The Shipping Board desires to have this restriction extend for the next ten years to come, but a strong minority thinks a five year guarantee in this respect sufficient. The tonnage considered is upward of 375,000.

Very often the United States Shipping Board and the Merchant Fleet Corporation (formerly the Emergency Fleet Corporation) are confused in our dealings with Government ships. The United States Shipping Board was created by the Shipping Act of 1916, the preamble of which was as follows:

"An Act to establish a United States Shipping Board for the purpose of encouraging, developing, and creating a naval auxiliary and naval reserve and a merchant marine, to meet the requirements of the commerce of the United States with its Territories and possessions and with foreign countries".

The members of the board are appointed by the President, subject to confirmation by the United States Senate, for a term of six years. The Shipping Board is charged with regulatory supervision of the maritime shipping activities of the United States, both governmentally and privately owned and operated. The board is empowered by the Shipping Act to create such corporations and agencies as it may deem necessary properly to perform the functions and duties assigned to it by law.

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K. YABUKI

Manager

PHONE 1759—MANAGER

PHONE 1758—GENERAL OFFICE

The Emergency Fleet Corporation was created by the United States Shipping Board under the provision of Section 11, Shipping Act of 1916. The name of this corporation was changed to the *Merchant Fleet Corporation* in the Appropriation Act for the fiscal year 1928. The corporation is incorporated under the laws of the District of Columbia. The Board of Trustees is composed of the President, Vice President, and five other officials of the Corporation.

The Merchant Fleet Corporation acts for and on behalf of the United States Shipping Board as an active agency in the operation of ships and development and maintenance of trade routes, to meet the requirements and to aid in the growth of the commerce of the United States and its Territories.

From the foregoing explanations it is plain that the United States Shipping Board is a regulatory body, while the Merchant Fleet Corporation is an active agency operating ships owned by the United States Government.

From statistics prepared by the Statistical Division, Merchant Fleet Corporation, released March 1, 1927, we learn that the total value of United States exports to Japan during the fiscal year 1926 was \$254,500,000; to China \$121,400,000; to the Dutch East Indies and Straits Settlements \$26,000,000 and to the *Philippine Islands* \$64,000,000; while imports to the United States from these same regions were, from China \$164,200,000, Japan \$405,600,000, from Straits Settlements and Dutch East Indies \$555,000,000 and from the *Philippine Islands* \$109,000,000. The important part in Far Eastern trade with the United States played by the Philippine Islands is most apparent from the reflection of these figures.

Senator Villanueva, personally affected by the recent strikes in the Bais, Oriental Negros, sugar district, is trying to have the constabulary probed on grounds of exceeding its authority.

SHIPPING PERSONALS

R. J. Tozer, who succeeded E. E. Nelson as assistant general passenger agent of the Northern Pacific at Seattle, took up his new duties the first of June. Mr. Tozer formerly was Northern Pacific General Agent in the Far East.

J. W. Huck, until recently general agent for the Great Northern Railway in the Far East, with headquarters at Shanghai, accompanied by Mrs. Huck, arrived in the Philippines the early part of July. It is understood Mr. and Mrs. Huck intend to make their residence in Manila.

E. C. Bogle, assistant comptroller for The

Robert Dollar Company in the Orient, with headquarters at Shanghai, arrived in Manila July 7 aboard the S S *President Lincoln* and spent three weeks here on business for his company. Mr. Bogle sailed July 29 aboard the S S *President Madison* for Hongkong, where he will spend two weeks before proceeding on to Shanghai.

Williamstown Institute has been discussing the Philippines, the round-table discussions being led by Ralston Hayden of the University of Michigan. A number of absurd plans of public administration for the islands have been proposed, none worth mentioning seriously.

Two articles on the Philippines appear in the August number of the *Review of Reviews*. Walter Wilgus writes one, Vicente Villamin the other.

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REVIEW OF THE HEMP MARKET

By T. H. SMITH

Vice-President and General Manager,
Macleod & Company



This report covers the markets for Manila Hemp for the month of July with statistics up to and including August 1st, 1927.

U. S. Grades: At the opening of the month shipping houses were offering moderately in New York D, 17-1/2 cents; E, 16-5/8 cents; F, 16 cents; G, 10 cents; H, 9-1/2 cents; I, 14-1/4 cents; J, 11-1/2 cents; K, 15-7/8 cents; S2, 13-3/4 cents; S3, 12 cents; market being fairly steady but business being only of a retail character. Sellers became more reserved in their offerings towards the middle of July with asking prices basis F, 16-1/4 cents; I, 14-3/8 cents; J, 11-1/2 cents. The reserve of sellers quickly brought buyers into the market and the last week of the month has reflected a firm market in the U. S. although there has not been much activity. As the close shipping houses were offering a fair quantity of hemp basis F, 16-7/16 cents; I, 14-5/8 cents; J, 11-7/8 cents without finding buyers.

The local market for U. S. grades has ruled steady to firm throughout the month, arrivals being readily absorbed by export houses as they came in. Early July there were buyers E, P39; F, P37.4; G, P22; H, P21; I, P32.4; J, P25.6; S1, P36.4; S2, P31.4; S3, P26. Scarcity of offerings and competition in buying by export houses advanced prices gradually by mid July to E, P39.4; F, P38; G, P22; H, P21; I, P33.2; J, P26.4; S1, P37.4; S2, P32.4; S3, P26.4. During the last two weeks of July market showed a further steady appreciation in values on steady buying by practically all the houses. At the close there were general buyers E, P40.4; F, P39; G, P22.2; H, P21.2; I, P34; J, P27; S1, P38; S2, P33.4; S3, P27.

HUNTING IN THE PHILIPPINE ISLANDS—WHERE TO GO AND WHY NOT

(Concluded from page 7)

and is best stalked at daylight or dusk. In the open hills a high powered field glass would be very useful to locate them on the hill sides. They are best hunted on the west side of Mindoro as that side is grassy while the east side is quite well covered with timber and second growth.

The open season on tamarao corresponds with that on deer and not more than one may be taken by one person annually.

Heads and hides which are worth mounting require more care in the tropics than in colder countries. They should be thoroughly fleshed. The skulls may be fleshed by leaving them in water for three or four days. The hides should be well salted and sprinkled with alum. Arsenic soap rubbed into the tender places is well worthwhile. Hoofs may be treated with formaline by soaking them in the solution a few hours. There are taxidermists in Manila who do very creditable work.

Our duck shooting now is largely a disappointment. There are usually great rafts of blue bills on Laguna de Bay, but shooting from motorboats has made them so wary that they will not decoy even in the early part of the season. We hope to correct this before the next season.

A caution or two may be in order for visitors. First, don't omit your mosquito bar from your baggage; and second, don't fail to use it. Slight wounds are frequently infected and should be treated every night. Carry Iodex and keep it handy. Boil your drinking water to avoid dysentery. And last but not least, treat your native hunters at least as well as you would treat your dogs at home and they will return your kindness many fold.

U. K. Grades: London market opened on the dull side with an unsettled market owing to "Bear" operations in the more distant positions, values for July-Sept. shipment being about J2, £43.10; K, £42.10; L1, £41.10; L2, £40.10; M1, £40; M2, £37.10 with distant positions at £1 per ton discount. Market at mid July ruled steady without much activity. The latter part of the month a firmer market developed in U. K., there being buyers at the close J2, £44; K, £43; L1, £41.10; L2, £41; M1, £41; M2, £37.10 Aug-Sept. shipment.

Local market for U. K. grades has been firm throughout the month being fairly well supported by Japanese demand in addition to the support experienced from European sources. At the opening of July values in Manila were J2, P21.2; K, P20.4; L1, P19.6; L2, P18.6; M1, P18.2; M2, P17.4; DL, P16.4; DM, P13; Mid July parcels were changing hands at J2, P21.4; K, P20.6; L1, P20.2; L2, P19.6; M1, P19.2; M2, P17.4; DL, P17; DM, P14 for early delivery. On scarcity of arrivals market advanced still further until at the close of July business was passing J2, P21.4; K, P21; L1, P20.2 to P20.4; L2, P19.4 to P19.6; M1, P19.2 to P19.4; M2, P17.4 to P18 for early delivery.

Single grades have changed hands throughout the month at substantial premiums over prices paid for parcels.

High grade hemp of approved quality continues scarce.

Freight Rates: Freight Rates remain without change.

Statistics: We give below figures for the period extending from July 5th to August 1st, 1927, in bales:

	1927	1926
Stocks on August 1st.....	112,382	153,181
Receipts to Aug. 1st.....	742,106	772,974
Stocks on Aug. 1st.....	138,552	191,492

Shipments

To	Aug. 1, 1927	Aug. 2, 1926
Bales	Bales	Bales
To the—		
United Kingdom.....	194,979	150,292
Continent of Europe.....	78,363	102,046
Atlantic U. S.....	152,895	200,402
U. S. via Pacific.....	77,182	92,060
Japan.....	150,793	135,931
Elsewhere and Local.....	61,724	53,932

715,936 734,663

THE SITUATION IN COTTON GOODS

The cotton goods industry continues its demonstration of a remarkable comeback. A year ago this industry was in the depths of discouragement, with several years of poor business behind, and apparently little to look forward to in the immediate future. Then came the drop in raw cotton which proved to be the spark that has given it renewed life. With raw cotton down to 12 cents a pound, as compared with 20 to 25 cents before last year's big crop, merchants everywhere began to regain confidence both in the raw material and in cotton goods, and to replenish stocks which had been allowed to run down to the minimum. As cotton has crept upward in price this Spring, confidence has grown, and hand-to-mouth buying of cotton goods has given way in many instances to forward ordering, and many mills are now well sold ahead for the first time in years.

This decided recovery of activity is strikingly shown in the statistics of the industry. Consumption of raw cotton by domestic mills has reached record breaking levels, exceeding the totals of a year previous in every month since July, 1926, while for the cotton year to date the total shows an increase of 495,342 bales. The figures on spindle activity have shown over-time operations in every month since November, 1926, and at the end of May were at the rate of 109 per cent of single shift capacity, compared with 88.9 per cent on the corresponding date of 1926.

—National City Bank Current Report.

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TOBACCO REVIEW

By P. A. MEYER
Alhambra Cigar and Cigarette
Manufacturing Co.



Raw Leaf: The reduction in exports is due to decreased shipments to Spain and the temporary elimination of France as a buyer. Larger orders have been placed by Japan, part of which being destined for transhipment to Korea. Judging from present indications, the Cagayan and Isabela crops appear to be inferior to last year's in

quantity as well as quality. In view of this fact the market in local grades of previous crops has been showing some activity.

Leaf Tobacco
and Scrap.
Kilos.

Australia.....	1,442
China.....	12,630
Germany.....	11,489
Holland.....	25,116
Hongkong.....	55,526
Japan and Korea.....	422,020
Spain.....	875,106
Straits Settlements.....	75,517
United States.....	78,877
	1,489,813

Cigars: Shipments to the United States during July show some improvement, though still behind the figure for the corresponding period of 1926. Due to the enforcement of considerably increased duty and tax rates, originally scheduled to become effective August 1st, now extended to September 1st, exports to Shanghai were greatly increased during July.

The enactment of the exorbitant tax rates will seriously endanger the future development of the Manila cigar business with Shanghai. So far the protests of the Consular Body and Commercial Associations have availed nothing.

Comparative figures for the cigar trade with the United States are as follows: July 1927, 14,664,998; June 1927, 9,318,910; July 1926, 14,727,808.

COPRA AND ITS PRODUCTS

By E. A. SEIDENSPINNER

Vice-President and Manager, Copra Milling Corporation

COPRA



Excepting spots, the local market for copra has been uninteresting during the month of July. Early in the month, there was considerable bullish sentiment demonstrated by some of the local mills, and as a result a fair volume of trading in Bodega Resecada Copra passed at P13.625 for forward delivery. There was nothing in foreign

markets to justify the improvement at Manila, and any optimism felt as to a possible upward movement in copra undoubtedly comes from comparatively small supplies of copra in the provinces of Laguna and Tayabas. While this latter condition is bound to have its effect on the Manila market up to possibly November-December this year, at the same time we caution against a bullish copra perspective, for all other local sources of supply are being well maintained with the possible exception of Mindanao. The

same applies to South Sea Island production, and as far as we are able to learn, stocks of copra as well as supplies of competing oil seeds are more than sufficient for consumers' requirements. Total Manila arrivals for the month of July were 262,097 bags, which was approximately 48,000 bags less than July, 1926. Notwithstanding, total arrivals for the first seven months of 1927 were 1,630,749 bags as compared with 1,434,843 bags for the same period of 1926, showing an increase of 195,906 bags. Both the London and U. S. markets have eased gradually during the month and on the date of this report are quoted:

San Francisco, Buyers 5 cents; Sellers, 5-1/16 cents to 5-1/8 cents.
London-Cebu, £25/15; F.M.M., £25/5.
Manila, Buen Corriente, P11.50; Resecada, P12.75 to P13.00.

COCONUT OIL

The West Coast U. S. market for this item for the month of July was entirely a buyer's market, fluctuating between 8-1/8 cents and 8-1/4 cents f.o.b. tank cars for the entire month. At these figures practically all of the business was done by U. S. mills, the East Coast market of

the United States moving between 8-3/8 cents and 8-1/2 cents c.i.f. affording a better outlet for Philippine Crushers. With the still heavy surplus of cottonseed oil and normal supply of other competing fats and oils there seems little possibility of improved prices for sometime to come. Our latest advices show all markets dull at the following quotations:

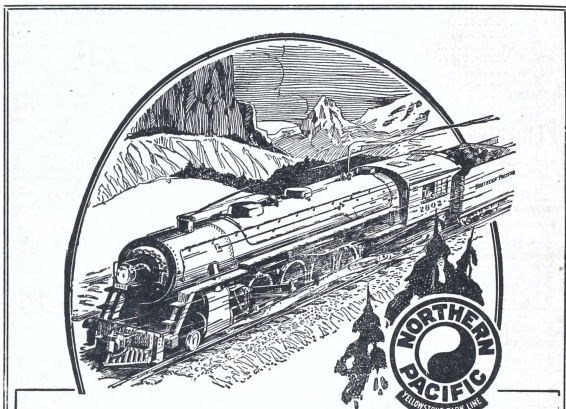
San Francisco, 8-1/8 cents f.o.b. tank cars; New York, 8-3/8 cents c.i.f.; London, £28 nominal; Manila, P.36-1/2 to P.37 per kilo.

COPRA CAKE

Quite a fair amount of trading in this item was recorded for July almost entirely for Hamburg. During the early days of the month sales were made at £8 and with strong buying pressure, the market advanced to a recorded high of £8/10 from which it has now reacted to £8/5 and was so quoted on July 31st. Local mills continue to be well sold up and materially lower prices at Manila are not expected for the time being. Latest cables:

San Francisco, \$32.00 nominal; Hamburg, £8/5; Manila, Buyers, P55.00 to P56.00; Sellers, P56.00 to P58.00.

Manila, P. L., August 5, 1927.



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REAL ESTATE

By P. D. CARMAN

San Juan Heights Addition



The total January-July inclusive for 1926 was P8,052,132, whereas the total this year to date is only P6,757,365. (Note: figures in these reports are in even pesos, 50 centavos or over being entered as one peso and less than 50 centavos ignored.)

Sales City of Manila

	June 1927	July 1927
Sta. Cruz	P 108,907	P 136,468
Malate	52,725	319,318
Paco	27,776	44,397
Sampaloc	315,666	85,741
Ermita	100,569	84,300
Tondo	66,082	104,094
Sta. Ana	130,600	24,390
San Nicolas	13,001	12,500
Binondo	185,000	
Quiapo	35,535	79,080
Intramuros		10
San Miguel		
Pandacan	3,010	
Sta. Mesa	6,250	4,100

P 894,398 P 1,045,121

The smallest July business since 1923

1919	1,103,369
1920	882,695
1921	480,105

1922	1,029,019
1923	717,859
1924	975,450
1925	1,635,527
1926	1,843,930
1927	894,398

THE RICE INDUSTRY

By PERCY A. HILL

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

Prices remain about the same with little likelihood of increase. Palay at terminal points averaging P3.45 with rice at consuming centers at P7.80 per cavan and sack respectively. The total estimated 1926-1927 crop is approximately 2,135,000 tons of clean rice, the largest crop ever harvested in the islands.

Rice from the United States raised by extensive machine methods is flowing into Japan which imports 4,000,000 lbs. from California. This is grown by the use of machinery, and California has a lower general average yield than the Philippines. It can be continued only so long as land is cheap, but where congested oriental centers obtain with land producing intensively it is not so much a matter of cost as it is of actual conditions. Japanese duties of one yen per picul have been lifted, as subsistence needs are vital to that country in spite of their reported highest average yield in the world per hectare. Approximately 40% of the Japanese product is mixed with the imported article to give it more palatable qualities. The California crop is 126 million lbs. of paddy from 62,000 hectares, or approximately 21 cavans to the hectare. Three times this

amount is produced by hand labor where circuscribed land conditions prevail.

It is also worthy of note that the recent upheaval in China has called for increased importations estimated for the last nine months at 13,143,186 piculs. Hankow alone increased its importations from 221,233 to 1,811,925 piculs. Unstable conditions show adverse trade balances.

It is not expected that there will be any appreciable advance in Philippine rice prices as before mentioned. The coming crop has been somewhat retarded by lack of sufficient moisture for planting. This no doubt will be remedied during the next thirty days.

RAIL COMMODITY MOVEMENTS

By M. D. ROYER

Traffic Manager, Manila
Railroad Company

The following commodities were received in Manila June 26 to July 25, 1927, both inclusive, via Manila Railroad:

	July 1927	June 1927
Rice, cavans	275,750	282,000
Sugar, piculs	18,816	10,752
Tobacco, bales	37,300	13,400
Copra, piculs	120,500	88,512
Coconuts	1,022,000	2,595,600
Lumber, B.F.	523,800	421,200
Desiccated coconuts, cases	12,382	26,268

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THE SITUATION IN GERMANY

In the second half of 1926 industrial conditions in Germany made pronounced recovery from the depression which had set in about the middle of 1925. The stimulus given to the German coal industry by the British coal strike was a factor, but the increasing supplies of new capital from foreign loans and German savings were more important, for they stimulated enterprise, diminished unemployment and improved the condition of the industries. Apparently the so-called "rationalization" of industry, by which is meant reorganization and consolidation upon a more economical basis, has accomplished substantial results. It is certain that German business passed through a drastic experience in 1925-6, from which it emerged in a higher state of efficiency. By January, 1927, industry was in practically full swing, and down to this time the signs are that the year 1927 will make a very satisfactory record.

—National City Bank Current Report.

REVIEW OF THE EXCHANGE MARKET

By STANLEY WILLIAMS

Manager International Banking Corporation.



unchanged at this level throughout July. Bill rates were also unchanged throughout the

Telegraphic transfers from New York were quoted at 1% premium to 1-1/8% premium on June 30th with buyers at 3/4% premium and the market was unchanged on this basis throughout the month of July.

Sterling cables were quoted at 2/0-7/16 sellers and 2/0-9/16 buyers on June 30th and the market was

month at 2/1-1/16 for three months sight credit bills and 2/1-3/16 for three months sight documents against payment bills.

The New York London crossrate closed on June 30th at 485-5/8, which rate also obtained on July 1st, 2nd and 5th and proved to be the high rate for the month. The low rate for July was 485-3/8 on the 23rd and this market closed on July 30th at 485-9/16.

London Bar Silver closed at 26-1/16 spot and forward on June 30th and the market remained fairly steady throughout July with a low rate of 25-13/16 spot and forward on July 7th and a high rate of 26-1/4 spot and forward on July 20th. The closing rate on July 30th was 26-1/16 spot and forward.

New York Bar Silver closed at 56-1/2 on June 30th, touched a low of 56 on July 7th and a high of 56-3/4 on July 19th, 20th, 23rd, 25th and 30th, the latter being the closing business day of the month.

Telegraphic transfers on other points were quoted nominally at the close on July 30th as follows: Paris, 12.25; Madrid, 173-3/4; Singapore, 114-1/4; Japan, 95-5/8; Shanghai, 79-1/2; Hongkong, 99-3/8; India, 136; Java, 122-1/2.

JULY SUGAR REVIEW By GEORGE H. FAIRCHILD



New York Market (Spot): The depression in the American sugar market reported in the previous month continued during the period under review. The effect of the announcement at the beginning of the month by Licht, the eminent statistician, that there was a further increase of 2-1/2 per cent in the European beet crop, was

manifested in the weakness of the market during the first week, with spot quotations for Cubas at 2-3/4 cents c. and f., equivalent to 4.52 cents l. t. for Philippine centrifugals.

The American sugar market became steadier at the close of the first week, evidently as a result of the heavy buying of Cubas to the extent of 50,000 tons by European purchasers and, on the 8th, small sales were made at 2-13/16 cents c. and f. (4.59 cents l. t.), while on the 11th, sales for present shipments of Cubas were effected at 2-7/8 cents c. and f. (4.65 cents l. t.), being the peak for the month. Thereafter, on account of the pressure to sell by holders, the market became easier and at the close of the second week there were sellers but no buyers at 2-25/32 cents c. and f. (4.55 cents l. t.).

With the poor demand for refined, prices further declined to 2-1/4 cents c. and f. (4.52 cents l. t.) during the third week and to 2-11/16 cents c. and f. (4.46 cents l. t.) during the last week. At the close of the month under review the American sugar market showed better tone, sales of Cubas for present shipment having been made to refiners at 2-3/4 cents c. and f. (4.52 cents l. t.). This improvement is apparently caused by the rumors of restrictions of the new Cuban crop.

It would seem from the foregoing that the American sugar market has become very sensitive, with the "Bears" having the upper hand, notwithstanding the continuous improvement in the statistical position. The present visible stocks are 3,064,000 tons as compared with 3,623,000 tons at the same time in 1926, or a decrease of 559,000 tons. Stocks in the Atlantic Coast are 215,000 tons against 317,617 tons for the same period in 1926, or a decrease of 102,617 tons; in Cuba the stocks are 1,030,000 tons compared with 1,218,299 tons in 1926, or a decrease of 188,299 tons.

Since it appears that the main reason for the present market depression is the fear for a large European beet crop, it would be interesting to note the following opinion of an eminent authority in New York on this factor:

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"There is just one 'Bearish' feature in the whole sugar situation. As one of our friends expressed it, 'The European crop may be 1,500,000 tons more than last year.' If so, Europe would produce a crop of approximately 8,400,000 tons. As Licht changes his acreage figures so frequently, it is necessary to revise the calculation of the sugar per hectare yield of the different European countries just as frequently. According to his latest figures, the crop of 1926-1927 turned out as follows:

"Hectares.....	2,120,415
"Sugar—Tons.....	6,898,000
"Tons per Ha.....	3.25

"It might be interesting to take the minimum and maximum yields per hectare of the different European countries and apply them to Licht's latest acreage figures:

1922 to 1929	Minimum	Maximum
	Yield	Yield

"1927-1928 estimated	
Ha.....	2,420,000
"Tons per Hectare....	2.62 3.41
"Tons—Sugar.....	6,331,080 8,252,020

"If every country in Europe had in 1927 the maximum yield of sugar per hectare, as shown by the outturn of the crops of 1922, 1923, 1924, 1925, and 1926, the crop would be 8,252,000 tons, or 1,354,000 tons more than last year. Assuming that Licht's acreage figures are approximately correct, this would be a virtual impossibility, because perfect crop conditions never prevail throughout all of Europe, at least they never have yet. In 1921, when most of the European countries had very poor yields, Holland and Belgium made respectively 5.04 tons of sugar per hectare, and 5.39. That Europe may make a million tons more than last year is a possibility.

"If every country in Europe has as bad a crop as the worst in the last five years, the European crop would be 6,331,080 tons. A crop as small as this is just as highly improvable as a crop of 8,252,000 tons. "The average yield per hectare of the 1926-1927 crop was 3.25 tons per hectare, which is just about the average yield for the five preceding crops. If we take the figure of 3.25 tons per hectare, which is the average from 1921 to 1926, we get a crop of 7,805,000 tons, or an increase of 906,000 tons over that of last year.

(Futures): Quotations on the New York Exchange during the month of July have fluctuated as follows:

	High	Low	Latest
July.....	2.77	2.56	2.68
September.....	2.83	2.66	2.70
December.....	2.91	2.71	2.80
January.....	2.83	2.71	2.77
March.....	2.75	2.65	2.72
May.....	2.84	2.72	2.80
July, 1928.....	2.90	2.81	2.88

(Philippine Sales): During July, sales of Philippine centrifugals in the Atlantic Coast, afloats, near arrivals and for future deliveries, amounted to 28,900 tons at prices ranging from 4.46 cents to 4.58 cents landed terms. There were also re-sales by operators during the month, amounting to 18,000 tons at prices between 4.46 cents and 4.52 cents landed terms.

Local Market: The local market for centrifugals was quiet during the month under review with insignificant transactions except a parcel of 250 tons bought by the local refinery on the 15th at P111.25 per picul.

With improved demand from North China, the local market for muscovados, after being quiet for the first three weeks, became firm at the close of the month and the Chinese were keen buyers on the basis of P7.80 per picul for No. 1, but holders refused to sell at prices below P8.00 per picul on the basis of No. 1.

Philippine Crop Prospects: The continuous rains in the month of May and the heavy downpours in the middle part of July have retarded the growth of the cane in some districts. On the middle west coast of Negros, the damage to cane resulting from the rains was estimated at 10 per cent. There was improvement, however, in the weather during the latter part of July

with sufficient sunshine, and since the cane seems to have better resistance to heavy rains at short intervals than to continuous rains for a long period, a crop of last year's proportions may yet be harvested next fall, on the assumption that normal weather will prevail from now on until harvest time.

Shipments of sugar since January 1, 1927, to July 23, 1927, are as follows:

	(Metric Tons of 2204 lbs.)		
	U. S.	U. S.	China
	Atlantic	Pacific	and Japan
Centrifugals.....	328,091	46,212	374,303
Muscovados.....	—	43	23,719
Refined.....	—	1,273	—
	328,091	47,528	23,719,399,338

Java Market: This market during the month of July was quiet and dull in sympathy with the American sugar market. The latest advices

received gave the following quotations for Superiors:

Spot-Aug.-Sept. Gs.	15-5/8 = P8.27	} per P. I.
October..... Gs.	15-7/8 = 8.40	
November..... Gs.	16 = 8.47	

Although regularly distributed, the rainfall for June was abnormally high, being 534 m.m. compared with the average of 83 m.m. for several years. The rains have, however, benefited the standing cane although they have obstructed to some extent the harvesting campaign.

The fourth estimate released on June 30, 1927, placed the present crop at 2,021,500 long tons as compared with the first estimate of 1,950,069 long tons.

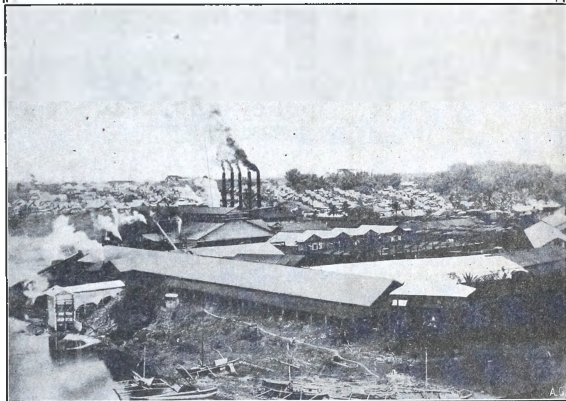
Java sugar shipment for June amounted to 221,406 long tons, making the total sugar shipments of 581,320 long tons for the first six months of the year.

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