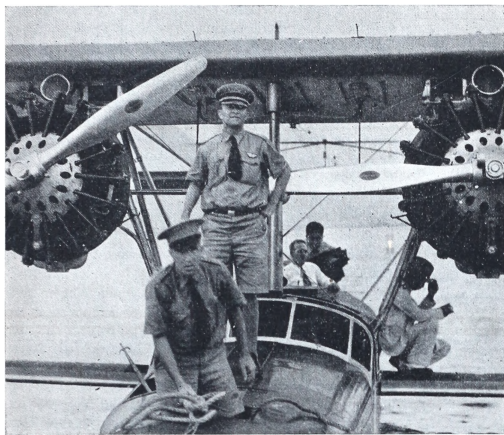


# Pan-American Airways Would Extend Service Here



Bulletin Photo

Landing at Manila

Foreground, Assistant Pilot William Ehmer; standing, Pilot W. S. Grooch; cockpit, in front of Photographer Claudio of TVT, M. H. Bixby.

In August Vice-President M. H. Bixby of Pan-American Airways, in a Sikorsky seaplane with Pilot W. S. Grooch and Assistant Pilot William Ehmer, flew to the Philippines from Hongkong and undertook an exploration of the field here for a commercial airline between Luzon and China. Before leaving Manila on the return trip to Hongkong, Sunday, September 3, Bixby had made application to the Philippine legislature for the franchise for this project, which he had determined would be feasible if the necessary support should be forthcoming.

In conjunction with the Chinese National Airways this company is operating a line of airplanes on schedule 1600 miles up the Yangtze river in China, daily trips between Hankow and Shanghai. Public response has been remarkable, Bixby says, no doubt largely on account of the mail advantages, as the line is already on a paying basis. If a mail subsidy can be procured here, for mails between the United States and the Philippines especially, Bixby says schedules can be arranged in conjunction with steamships that will effect a 12-day time between Manila and San Francisco, about half the time of the steamship schedules now.

On such details the plan depends.

There would be great advantage in a mail schedule of 12 days between Manila and the Pacific coast of America. The Bixby proposal brought another, from Dutch interests, for a line between Manila and Singapore or Batavia connecting with the Dutch company's air service to Europe. The Iloilo-Negros Air Express running an air taxi service between Iloilo and Negros and making semiweekly trips between Iloilo and Manila has surveyed the field for extending its service to Cebu and Zamboanga and also to Batavia, this flight to connect passengers with Europe by the Dutch line of airplanes from Batavia.

The Bixby flight from Hongkong to Manila via Lingayen gulf was highly noteworthy in the records of aviation here, the more so as it was undertaken in every-day manner without the glare of much publicity. Landing was made at Lingayen gulf and Santiago point tentatively chosen as a regular landing place; in the same vicinity are other possible landing places. Important from the refueling standpoint. Base stations at Manila may be either Bacoor bay at Cavite, during much of the year, or Laguna de Bay; and passengers and mail may be landed and taken on at Admiral's landing opposite the Manila hotel. By using some point at Lingayen gulf as a way station for refueling, 300 pounds more of pay load may be carried.

Pan-American Airways is not a manufacturing company, but strictly an operating company free to buy whatever planes it prefers. Bixby said that for the China-Manila run seaplanes with cruising economical speed of 150 miles an hour would be advisable, and that such planes could now be obtained. The Sikorsky used for the pioneer flight cruises economically at 110 miles an hour. The faster plane ought to make the crossing Hongkong-Santiago Point in less than 4 hours, possibly in 3-1/2 hours. (The marine distance between Manila and Hongkong is 635 nautical miles, and between Manila and Lingayen 110 nautical miles). Passengers landed at Lingayen might go directly to Baguio before visiting Manila, and passengers leaving the islands might embark at Lingayen. Unquestionably there would be some desirable development of Lingayen as a hotel point.

## First Half of 1933 . . .

(Continued from page 14)

### Automotive imports

For the first time in the Philippines, American motor equipment was forced to snare the market with cars of foreign make. More than a fourth of the total number of passenger units imported during the period were of European manufacture. This was due entirely to the introduction of various "bantam" types for use as "ten and five centavo" taxis, a new system of transportation which is rapidly supplanting the two-wheeled horse-drawn traditional calesa in Manila. The business was encouraged by a liberal franchise



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