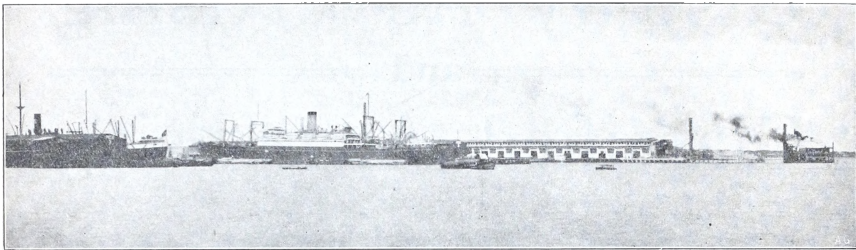


SHIPPING NOTES



SHIPPING REVIEW

By H. M. CAVENDER
General Agent, The Dollar Co.



During the period since our last report exports from the Philippines have continued in fairly good volume. Centrifugal sugar to the Atlantic Coast in particular held up well. This condition was caused by a few planters and brokers holding on to small stocks in hopes of better prices. The rate covering this late seasonal movement held

fairly well; all fixtures, except one reported at \$6.50, were made at \$7.00 per ton of 2240 pounds. With the beginning of the coming sugar season November 1, the minimum rate on sugar automatically becomes \$7.50. There were no changes in rates of freight of any significance; all rates remain firm.

With the exception of Steerage traffic to the Hawaiian Islands, passenger travel continues

to slow up. While owners fully expected lighter cabin travel during August, they did not anticipate the continued heavy Filipino travel and upon looking into the reason therefor it is learned that from month to month the movement of Filipinos from the Hawaiian Islands to the Mainland is increasing; the natural result is increased movement from the Philippines to the Hawaiian Islands.

During August a total of 1551 passengers, all classes, are reported to have departed from the Philippines (first figure represents cabin passengers, second figure steerage): To China and Japan 225 270; to Honolulu 2-831; to Pacific coast 61 102; to Singapore 37-0; to Europe and miscellaneous ports 23-0. Filipino emigration during the month to Honolulu decreased materially, as did the movement to the Pacific coast. The comparison shows: Honolulu, July 1180—August 831; Pacific coast, July 335—August 102.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the six months period ending June 30, 1927: to China and Japan ports 70,773 tons with a total of 226 sailings, of which 37,761 tons were carried in American bottoms with 85 sailings; to Pacific coast for local delivery 171,702 tons with 76 sailings, of which 148,576 tons were carried in American bottoms with 62 sailings; to Pacific coast for transhipment 10,

529 tons with 59 sailings, of which 9697 tons with 51 sailings were carried in American bottoms; to Atlantic coast 420,391 tons with 96 sailings, of which 205,254 tons were carried in American bottoms with 35 sailings; to European ports 95,873 tons with 92 sailings, of which 949 tons were carried in American bottoms with 11 sailings; to Australian ports 5260 tons with 27 sailings of which American bottoms carried none; or a grand total of 774,530 tons with 576 sailings, of which 402,237 tons with 244 sailings were carried in American bottoms.

From statistics compiled by the Associated Steamship Lines there were exported from the Philippines during the month of July, 1927: To China and Japan ports 11,731 tons with a total of 43 sailings, of which 5,122 tons were carried in American bottoms with 13 sailings; to Pacific coast for local delivery 21,389 tons with 13 sailings, of which 13,844 tons were carried in American bottoms with 9 sailings; to Pacific coast for transhipment 2,175 tons with 12 sailings, of which 1,405 tons were carried in American bottoms with 8 sailings; to Atlantic coast 50,633 tons with 13 sailings, of which 29,259 tons were carried in American bottoms with 6 sailings; to European ports 15,574 tons with 14 sailings, of which American bottoms carried 123 tons with 2 sailings; to Australian ports 420 tons with 4 sailings of which American bottoms carried none; or a grand total of 101,922 tons with 89 sailings, of which American bottoms carried 49,753 tons with 28 sailings.

It is reported that the Shipping Board approved the sale of four steamers to Madrigal and Company of Manila, for the sum of \$112,000. The vessels are the *Connersville*, *Craincrest*, *Craincreek* and *Crawley*. The ships are of the shallow draft, lake-type, with a deadweight of 3364 tons. Each is equipped with reciprocating engines of 1240 I.H.P., and is designated to steam at 9-1/2 knots. The vessels will be operated in the Philippine coastwise trade and from the Philippines to Australia.

L. B. Jepson arrived in Manila aboard the *President Garfield* September 1 to join the local staff of The Robert Dollar Co. Mr. Jepson has been with the Dollar organization for many years and was transferred to Manila from their Vancouver office. Mrs. Jepson and small daughter are expected to arrive in Manila on the *President Cleveland* September 23.

C. W. Gordon, a representative of the Canadian American Shipping Company of Vancouver, arrived in Manila aboard the *President McKinley* August 25, and sailed aboard the same steamer August 26. Mr. Gordon is traveling in the Orient in the interests of his company.

J. F. Linehan of The Robert Dollar Co. was a recent visitor to southern Philippine ports in the interests of his company. Mr. Linehan left Manila aboard the *Cuprum*, called at Iloilo, Cebu, Zamboanga, Port Buaya, Port Sta Maria, and returned to Manila August 19.

THE YOKOHAMA SPECIE BANK

LTD.

(ESTABLISHED 1880)

HEAD OFFICE: YOKOHAMA, JAPAN

Yen

Capital (Paid Up)	- - - -	100,000,000.00
Reserve Fund	- - - -	92,500,000.00
Undivided Profits	- - - -	6,142,357.99

MANILA BRANCH

34 PLAZA CERVANTES, MANILA

K. YABUKI

Manager

PHONE 1759—MANAGER

PHONE 1758—GENERAL OFFICE