

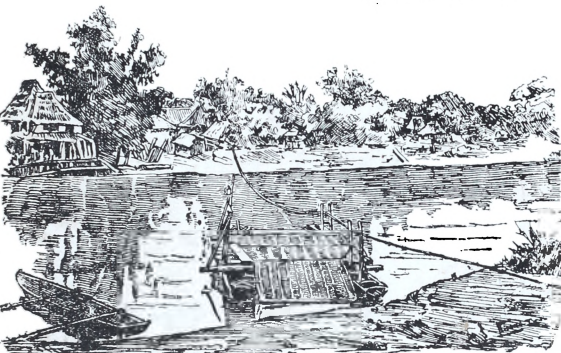
# THE AMERICAN CHAMBER of COMMERCE JOURNAL



Vol. 7, No. 11

November, 1927

*Truly a Magazine: Preeminent in the Philippines*



OLD-TIME MANILA: FERRYING THE PASIG BY BALSA

This number of the *Journal*, containing many special articles on the Cagayan valley, reviews that vast region of Luzon at about the point Manila occupied when balsas were the means of crossing the Pasig

Up the Cagayan: "Where Every Prospect Pleases"  
 How Shall the Vacant Northlands Be Settled?  
 The Romance of Tobacco  
 Freighting on the Philippines' "Father of Waters"  
 The Old Spanish "Estanco"—The New Tabacalera  
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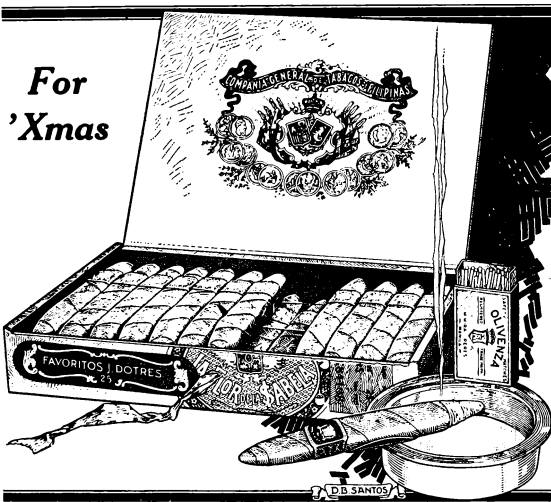
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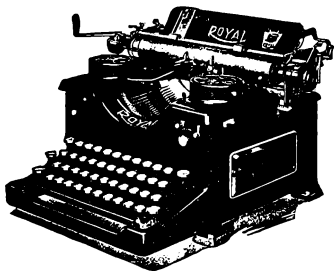
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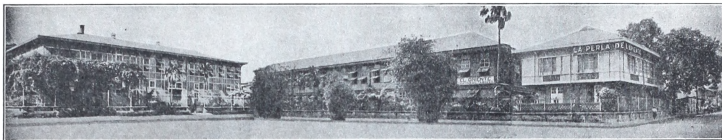
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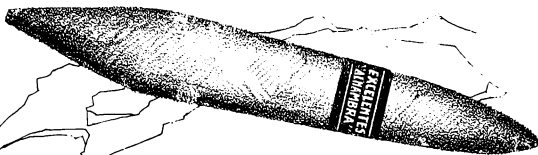
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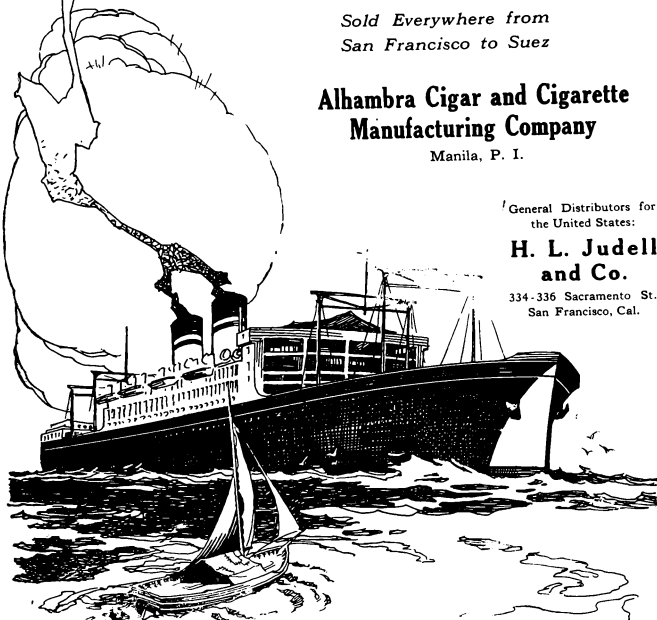
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PUBLISHED MONTHLY

BY

THE AMERICAN CHAMBER OF COMMERCE OF THE PHILIPPINE ISLANDS

(Member, Chamber of Commerce of the United States)

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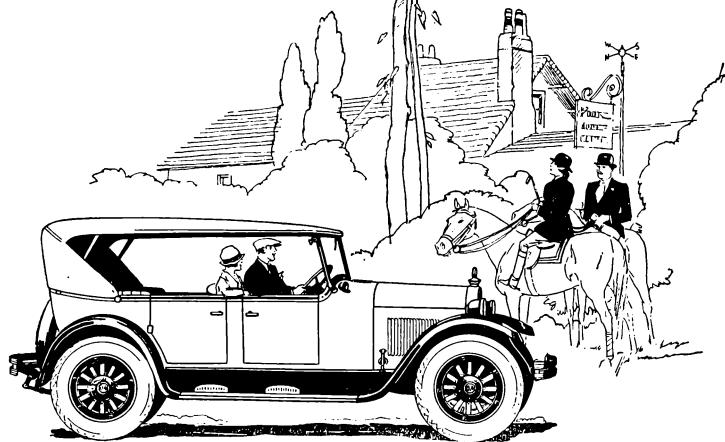
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The American Chamber of Commerce is ready and willing at all times to furnish detailed information to any American Manufacturer, Importer, Exporter or other Americans who are interested in Philippine matters. Address all communications and requests for such information to the Secretary of the Chamber No. 180 David, 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.

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The auto trip from Manila to Aparri, through the Cagayan Valley, will be vastly more easily made and more comfortable during the season just opening than heretofore; hence more interesting. Changes in the tour will now be possible, making it easy to go over one route and return over another, with several little picturesque trips on the side not possible before.

In the first place, and important, more money is now available for road construction. On October 1 approximately ₱150,000 from the new gasoline and oil tax was released to the four provinces concerned, Nueva Ecija, Nueva Vizcaya, Isabela, and Cagayan. That will all go to roads and bridges. In addition to this some ₱200,000 insular aid will be divided between those provinces for construction and maintenance. From Manila to Baleta Pass, 211 kilometers, the roads are already first class. From Baleta to Santa Fe, 7 kilometers, is very good. District Engineer Vicente Oledan of Nueva Vizcaya is rushing to completion the section from Santa Fe to Bayombong. From the latter town clear to Cauayan, in Isabela province, a distance of 108 kilometers, the road is mostly first class. From Cauayan to Ilagan, 38 kilometers, it is in fair condition and being improved. From Ilagan to Tuguegarao, Cagayan province, 60 kilometers, about half the way the road is first class and the remainder is now being made so. From Tuguegarao to Aparri, 104 kilometers, more than 75 are excellent. Now that money is available and the work turned over to Henry Becker, a veteran contractor, this section will soon all be first class.

Several new hotels have been established, notably an excellent one in Bayombong, Nueva Vizcaya, Directo's Hotel, owned by a former constabulary officer; a new restaurant and enlarged rehouse at Santa Fe, with the Rural Transit Company also building one there; Abraham's Hotel in Tuguegarao, improved and enlarged; while now there is both a government rehouse and a private hotel at Kiangan, in Ifugao province.

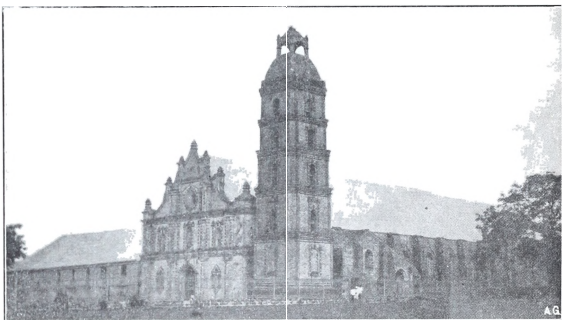
A most interesting side trip can be made by leaving the main road at Bagabag, a quaint little up-the-valley town, and making

the 40 kilometer trip to Kiangan, in the land of the rice terraces. The town of Echague, the great tobacco center, has no hotel as yet, but good meals can be had at Don Raymundo's place. San Jose now has several fair hotels, in case the traveler stop overnight there.

New bridges have replaced old ones on the entire 495 kilometer stretch from Manila to Aparri, while the ferries have been greatly im-

proved. Before reaching Baguio, however, one may turn eastward at Tagudin, in Ilocos Sur, and take the new auto road over the mountains through Cervantes and on to Bontoc—a most thrilling trip. Thence the more strenuously inclined may send their auto back to meet them in Baguio or at Haight's Place, while the tourist himself makes the two-day hike over the famous mountain trail or goes by pony.

For persons of moderate means it is now possible to make the Aparri trip entirely by passenger buses, at a great saving of time and money. Dozens of P. U. cars and public buses now run daily to Cabanatuan, 117 kilometers. There one may take a comfortable Rural Transit bus clear to Cauayan, 258 kilometers, thence 120 kilometers more to Aparri on one of the daily Red Line mail and passenger trucks. The



Convento, Church and Tower: Tuguegarao, Cagayan

proved and the rates on many of them reduced. For autoists wishing to see as much as possible of the northern provinces without covering the same ground twice, it is now possible to motor to Aparri, from there ship the car on one of the Tabacalera steamers to Currimao, in Ilocos Norte (freight about ₱25) and return to Manila through the teeming Ilocos provinces, detour to Baguio, and back to Manila over a choice of

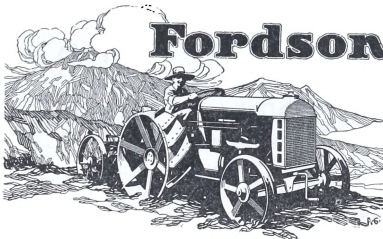
Rural Transit has also applied for and been granted a franchise over this Cauayan-Aparri section. The total cost of this trip by autobus would be: Manila-Cabanatuan, ₱2.55; Cabanatuan-Cauayan, ₱7.00; Cauayan-Aparri, ₱6.50; a total of ₱15.85. The time required under favorable conditions is three days. Truly, gasoline and rubber tires are contracting distances in the Archipelago in a marvelous manner.

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## The Romance of Tobacco

By "SUNSET" COX

Romance is not dead!

The romance of tobacco buying today in the great Cagayan valley is as thrilling as any tourney jousting when knighthood was in flower, as stirring as any saga of the sword. The participants are as eager and earnest; the rewards are great. Once a year it comes to a climax—a climax brought about by a code message from some directing general in Holland or Spain or New York. Action . . . strategy . . .



Conde de Churrucos

When that code message arrives, comes many a "hurry of hoofs in village streets"—dozens of riders are off on the fleetest horses at dead of night or earliest dawn, their saddle-bags stuffed with money, and their orders "Buy, buy, buy!"

Spaniards, Swiss, Germans, and a few Yankees, are the principal actors in the great game. Agents of tobacaceros, Alhabanos, La Insular and a half dozen smaller firms they are, and some on their own; men who have followed the tobacco trade for years, who have lived in the valley for decades some of them. They always call it that, you know, just the Valley, for the Cagayan is the only valley these men know. Beautiful homes they have, and splendid horses—of which more later. They entertain the chance visitor in princely style.

For six months or so each year their lives are humdrum and easy, just a daily routine of doing mostly nothing. Then the planting season comes, generally November and December. The agents' activities increase then, for they must note how many hectares are being planted in their districts, and by whom, and the class of seed used and many other details foreign to the layman.

During those six lax and idle months, as one agent frankly expressed it to the writer, "We just sit around the clubs and lie to each other. When it gets close to harvesting time we lie the more."

Time hurries on. The leaves ripen. They are cut and cured and fermented and roughly graded, then they are stored in the *coschero's* (planter's) sheds or bodegas awaiting the buyers, the *big ones* who are supposed to control and set the prices they will pay for the season's crop.

But these *big ones*, the buyers in the valley, do not control or set the prices. Prices depend on the world's tobacco market. There are still bigger ones back in Holland and Spain and the United States—men whose part it is to watch the whole world's tobacco fields and study supply and demand. They set the price!

In the meantime our romancers up in the valley have not been idle. They have spent long days in the saddle riding from one plantation to another—for tobacco plantations are not usually on auto roads—inspecting the leaves, making note of the different grades each planter has stored. The heads of their respective firms in Manila have kept them advised as to general conditions, but no word has yet come to buy.

Months may pass—it was the last week in September this year when the magic message came—months spent watching each other like the proverbial hawk. Secret agents watching the other fellow; attempts, possibly, to pay telegraph operators for copies of the other fellow's messages or telegrams . . . always waiting for the word *buy*—and the price!

The *corredores* or the buyers' confidential lieutenants, each in a certain district, are always within call. Their horses are the best—never mind killing a horse—money will buy others—and the *corredor* may make \$5000 as his own commissions on the work of a day and a night. Chests of money, big bills, mostly, have been sent up from Manila—millions, for it takes some \$6,000,000 to buy the average crop of the valley. The first buyer to know the world's price gets the pick.

Then of a sudden it comes!

The telegram may read *cuckoo misfit spasm*—but it means a lot to the lucky agent who signed for it. Then, . . .

Wait till dark! . . . Shhhh! . . . Call Pedro and Juan and Carlos! . . . Call Tomas and Sy Chin Long and Enrique! . . . Their best horses! . . . Packages of money made up already . . . fifty thousand and sixty thousand to the bundle! . . . Pedro comes, and Enrique and the rest! . . . The back door, or in the shadows of the bodega! . . . Whispered orders! . . . Fountain pens and pads of contract blanks ready! . . . Orders? Why, the orders are "Sign 'em up! Pay half in cash, but sign 'em up!" Then . . . a hurry of hoofs through a

village street . . . a voice in the darkness!" Rougher things than bribing telegraph operators have happened in the valley, in the past, of course; for as the crucial days came near confidential messengers have been held up—by hands of thugs working for the "other fellow" . . . *corredores* have been relieved of their bundles of money and contract blanks—returned later through some mysterious source; and *corredores* and clerks have turned traitor and carried the price to the buyer who would pay them the most. But those things don't happen now—so they say—they only happened in the good old days; but they are still talked over round the clubs or wherever tobacco folks meet.

But there's more for the *big one* to do before daylight—and the next day. Get out the fastest launch and the highest powered auto . . . up the river to see other sub-agents and *corredores* . . . telegrams sent . . . "meet me here" . . . "meet me there" . . . more bundles of money . . . but no one sees it change hands . . . forty-eight or more hectic, frenzied hours of this—before the other fellows wake up or get their own code messages from their chiefs in Manila. Too late! For the cream of the crop has been bought! . . . Then *corredores* straggling back, horses jaded—on or new horses! . . . telegrams to the boss in Manila, telling of results! . . . Then . . .

Why then, of course, wait till the next year and go through it all over again! . . . More clubs, more dominos, more lies make up for the meals lost the last few days. One has been too busy to eat—and one can live on Pedro Domecq for that long in such a good cause!

Romance? We'll say so! The writer knows. He was in the valley late in September and chanced to be a guest of the lucky agent who received the first mystic code message when Mr. X beat his rivals to the buying by almost forty-eight hours. The thrills of those two short days will last a lifetime.



Otto Lampe

### AMERICANS MAKING GOOD

While mention has been made in this issue of the *Journal* of Swiss, Spanish and German tobacco men in Cagayan valley the fact must not be overlooked that at least two Americans are prominent in that industry up there. W. C. Stacy and Fred Foster, both Yankees, are among the largest growers in the valley, each selling approximately 1000 bales of high grade tobacco annually. Both Stacy and Foster came over with the army in the Empire Days and did their soldiering in the valley. Foster has been here since 1902; Stacy was on the Manila police force until 1906, then went back to the scenes of his soldier days, having seen the opportunity of gaining a competence in those fertile fields.

Their estates adjoin each other in the municipality of Gataran, some 40 kilometers from Aparri, and are model plantations from which the Filipino tobacco growers obtain many excellent ideas as to the proper methods of growing

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and curing tobacco. Both took up homesteads at first, then purchased more, and now lease several hundred hectares in addition. Besides being growers they are also buyers, independent buyers for the Manila factories. Both are

excellent judges of the various grades. They have proved the possibility of Americans succeeding in agriculture in the tobacco industry in the Philippines, just as the pioneers of Davao made a success of hemp planting.

the district have built their own little houses on the slopes of the wooded hill, and run their own messes. The students make pretty good wages, for 75% of the crop goes to them, the balance to the school, and 18 hectares of rice and four of tobacco yield good returns. It is really a useful and important work that Luis Dangilan is doing up there in Nueva Vizcaya under the general direction of Division Superintendent Thomas J. McQuaide, member of the Chamber of Commerce, a work that promises to have a helpful influence on the people.

## Tom McQuaide's Farm School Makes Students Money

One of the most interesting institutions in the Philippines is the Nueva Vizcaya Farm School just outside of Bayombong, the capital of that province, a school with some unique features and a school farm that is doing a vast deal of good for the people of that little-known province. Thirty-one high school girls taking the farm course are one of the novel features. 31 earnest and hard-working *Maud Mullers* who are setting an example to their brothers or cousins who may be taking a law course in some city where the lights are brighter. Not only that, but five of those girls are specializing in plant-pest study—

vegetables, too, of a dozen kinds, as well as thoroughbred pigs and chickens and ducks—a truly remarkable and business-like establishment is this rural school.

Luis J. Dangilan, graduate of Los Baños, '24, has been in charge during the past three years. He is wideawake, doing a whole lot on a small appropriation, and he has an able assistant in Pantaleon Dumlaio, also of the Los Baños school. While 31 girls are taking the regular farm course, nevertheless all of the high school girls take one hour a day in garden work. Their flower garden is beautiful. The trade-

### WHAT ABOUT IT?

Ballston, Va., October 1, 1927.

Dear Mr. Robb:

The other day in a publication of the U. S. National Herbarium I came across an item that may be of considerable interest to those connected with the Philippine tobacco industry.

It seems that the large beans of a tree in Venezuela are quite aromatic, containing a substance called cumarina, used to perfume certain smoking tobacco, for which there has arisen such a demand that 170,000 kilos of beans, valued at 800,000 bolivars, have been annually exported from Venezuela withing the last few years. The tree yielding this bean is called *Coumarouna odorata*, known as *Sarrapia* in Venezuela, and grows to large size, attaining 30 meters in height. The fruit, or pod, is as large as a mango and contains a single bean enclosed in a hard woody shell. Probably most beans exported are collected in the forest, though beginnings have been made to cultivate the tree, which is reported to come into fruiting at the age of four to five years. Of course with so many native ones there is scarcely any need for importing foreign hardwood trees for planting, nevertheless it may be of interest to know that the *Sarrapia* is a hardwood with a fine grain of brownish color, the pores filled with fragrant resin. Quite possibly the tree might be used for reforestation on some of the waste land of which there is so much in the Philippines. Seeds of the *Sarrapia* could probably be easily obtained from the American Consul in Caracas, Venezuela. Since seeds sometime lose their viability when removed from the outer husk, those who may wish to import seeds for a trial may find it advisable when writing for seeds to ask that those be sent in "the shell" as it were.

Sincerely yours,

P. J. WESTER.



Farmerettes: Girl Students, Bayombong Farm School

finding out all about the bugs and worms that are harmful to crops, and are making a go of it.

It is a beautiful place, as well as useful. Scores of big mango trees dot the 100 hectares that comprise the reservation; a pretty wooded hill bounds the north side of the farm and the rushing Magat river the south; 37 hectares in all are under cultivation, the rest is grazing land for work animals. Eighteen hectares are in rice, with a splendid irrigation system built by the boys of the school during the past three years; four hectares are in tobacco of the best quality. They sold last year's crop at top prices.

Girls with big, flapping straw hats and muddy feet—that they are not ashamed of; groves of papaya and citrus trees, the fruit all bring in great demand in the Bayombong markets;

school shops are models of excellence, the boys doing all kinds of carpentry and mechanical work with a good assortment of tools. Another interesting feature is the herd of milk cows and carabaos, which are milked by the boys. The milk is readily sold in Bayombong. In the Nueva Vizcaya carnival in February of this year this school took eight diplomas for vegetables, others for seeds, while the girls took many prizes in the canning contests.

The students are not all Christians, for Nueva Vizcaya numbers many pagans within its borders. Some of these students are Ilongots, others Igorotes—all good and industrious students, their teachers say. Almost 200 students are enrolled and there are few slackers. There are no dormitories; the boys whose homes are outside

A. W. "Deacon" Prautch, chief of the rural credit division of the agricultural bureau, left Manila in October for Hawaii and expected to go on and revisit the United States. He may not return to the islands. Prautch has been a militant character here for 29 years. He had missions for soldiers going around Plaza Santa Cruz before the first missionaries arrived in Manila.



# SOCONY

TRADE MARK

# MOTOR OILS

## A Bit O' The "Old Sod" in the Philippines

One can scarcely realize he is still in the Philippines when he walks through the up-and-down streets of the quaint little towns on the islands that comprise the Batanes group. No nipa, no bamboo, houses low and squat, built of stone, all of them, with thick thatched roofs, tiny windows and doors that require one to stoop as he enters. These places are more like villages in interior Ireland or far from the beaten tracks in France than like Philippine towns. But they are interesting, interesting so. Few Manila folks have had an opportunity of visiting these two

8000 people, the smallest province among the 49 comprising the Philippines. The fierce typhoons that sweep over the Balintang and Bashi channels make the passage perilous, while the swift currents and treacherous tide-rips make it still more dangerous. High, rocky cliffs form the shores, dropping down straight to the sea, landing places are few and there is not a real harbor in either group. All of the islands are rugged, while the island of Itbayat, the largest of the Batanes, is peculiar in that not a house can be seen from the steamer, all the arable land and the villages being in the center of the island and reached by steep trails from the coast. The great swells from the Pacific that constantly break on the shores of these islands make landing from ship's boats exceedingly dangerous and difficult.

The island of Itbayat, like most of the others, raises numbers of cattle; rinderpest has never found a foothold on these islands. It was on the island of Itbayat that captain Dampier, a noted English freebooter, stayed for three months in 1687 while repairing his frigate which

had been damaged in a storm. He found the people addicted to the use of a beverage made from sugar cane and called *basi*. It is said that the Bashi channel (between the Batanes islands and Formosa) derived its name from the attempts of Dampier's sailors to pronounce the word *basi* while under the influence of it. The language of the people of Itbayat, as well as their personal appearance, is totally different from that of any of the other peoples of the Philippines.

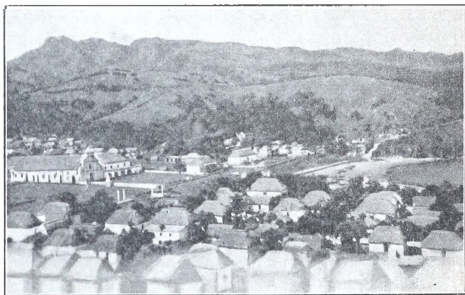
The credit for bringing the Batanes islands under Spanish authority belongs to Governor General Don José Basco, who, in 1791, sent an expedition there for the purpose of establishing civil government. Spanish missionaries accompanied the expedition and remained there, building stone churches in the important villages. Previous to that time the islands had been abandoned as a possible field of colonization, the poverty of the soil and the frequency of typhoons making them only fit to raise camotes.



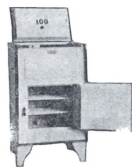
Women of the Batanes Isles

groups of islands away up beyond the north end of Luzon, the Babuyan group within sight of Aparri, and the Batanes islands within sight of Formosa. Few steamers visit them, the best they can expect is one boat a month, and they have sometimes gone six months without mail or news of the outside world.

The Babuyans belong politically to Cagayan province. Batanes, however, is itself a province, a province of 192 square kilometers and only



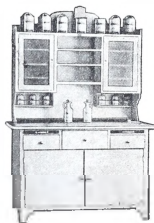
Maktao, "Floating Island", Batanes Group



## For the Hacendero— For the City Dweller—

Things of steel that last a lifetime!

Whether you live in Cagayan Valley or in Davao, in Manila or in Zamboanga, you need things of metal that wear! Tanks and drums of any capacity; "Ice Cold" Refrigerators; Kitchen Cabinets, Duco finish in white—sanitary; Metal Furniture; Stoves; Tins and Pails; Metal Containers of any kind—You need them all! Then—"MILCOR" Spanish Roofing Tile—one-eighth the weight of clay tile—water-tight, cannot crack from heat or vibration—inter-locking, easily laid.



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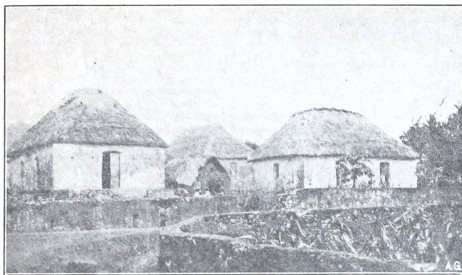
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Manager



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Manila





Stone Houses and Fences, Batanes Islands

### BEAT ANDY GUMP: GROW FISH

In the neighboring island of Java is found the finest flavored of all tropical fishes, the gurami. It has been cultivated by the Javanese since remote antiquity and has been successfully introduced into Australia, India, Mauritius, Algeria, French Guiana, and other tropical countries. The writer has brought to the Philippines a consignment of gurami to serve as breeding stock. When these gurami have produced young it is the intention to distribute their offspring to all persons ready to take up their culture. Both carp and gurami can be grown in very small ponds as well as in large ones. In Java and in China people grow fish in little fresh water pools, a meter or so in depth, just as people here raise small flocks of chickens for home use. Other people grow them on a large scale for the market in ponds of all sizes up

to 15 hectares in area. The quality of gurami may be judged by the fact that they are served at the finest tourist hotels throughout Java and that the Dutch officials in the interior serve gurami at their fashionable dinners. Gurami are slower in growth than carp. By having the two kinds here, one can choose the species best adapted to his conditions, and can grow either one or both for the market or for family use only. In Java the people who own the gurami ponds are the wealthiest of their districts, fish pond land being more valuable than any other. While fresh water fish ponds are very satisfactorily worked in connection with an irrigation system, a constant supply of water is not necessary where the minimum depth of a pond is one meter. Either carp or gurami can be grown successfully in ponds of that depth.

The division of fisheries, bureau of science, has been working upon the salting, drying, pickling, and smoking of fish and has succeeded in preparing products far superior to the ordinary

The present capital of the group, Santo Domingo de Basco, was named after the governor general, who was later given the title of *Count of the Conquest of Batanes*.

The town of Basco straggles over the foothills of Mount Iraya, a volcanic peak over 3000 feet in height. While fairly well protected from typhoons from the northeast, it is open to the west and southwest and landing is dangerous. Stone houses, pretty flower gardens, a picturesque church and an old fort make Basco an interesting place to visit. Several miles down the coast to the southwest, however, lies the town of Mahatao, probably the prettiest, most quaint, and most interesting and picturesque village in this whole archipelago. Nestled in a little cove with a fair harbor and protected by the hills on all sides except the north, its streets narrow but well paved with stone, a pretty little river babbling its way through the center of town and crossed by graceful, arched stone bridges, citrus trees and roses in every yard, stone walls three feet high enclosing each house and garden—truly a beautiful little place. The houses are all of stone with polished hardwood floors, and well furnished. A glance at the picture of Mahatao shown herewith gives an idea of its beauty. Likewise the picture shown here gives an idea of the strange headgear worn by the women of Batanes, protection from the sun and rain; they are made from the fiber of a small variety of banana tree woven over a foundation of rattan. There is not a wheeled vehicle in all the group, sleds drawn by oxen or carabaos supply all transportation needs, while ponies also are in general use.

Philippine goods now marketed. As soon as the experiments now in progress are completed the results will be published, and a series of demonstrations carried on in various fishery centers throughout the Philippines. Much of the dried fish now on the market is of an exceedingly poor quality and we are working upon plans to improve its grade, so that the poorest citizen can have wholesome fish to eat.

—Dr. Albert W. Herre, chief of the fisheries division, Bureau of Science, Manila

### MANUFACTURERS FOR EXPORT

Active Member S. Berger of the Chamber of Commerce has been in the Philippines 28 years and during 16 of those years has been engaged in the tobacco business, with offices in Manila and New York. His company is the Philippine Tobacco Company, Inc. Its factory is in Manila and its cigars are principally manufactured for the overseas trade. "Sam" is a leading importer of American and Sumatra wrapper tobacco and an exporter of Philippine leaf tobacco as well.

## For more than 28 years

Discriminating men have found that we do the best tailoring and have the largest selection of good suitings

Among our latest arrivals are the following selections:

*Duck, Linen and Cotton  
Drill, Linen and Cotton  
Silks and Wools  
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The leading tailoring shop for the smartest people for 28 years

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## PREPAREDNESS

### ✚ What is the Red Cross? ✚

The Red Cross represents the people of the world mobilized under an international flag for service in time of great emergency.

The Red Cross, like a great Army, is prepared to strike instantly and effectively when disaster threatens the lives of thousands.

### ✚ Will you ever need the Red Cross? ✚

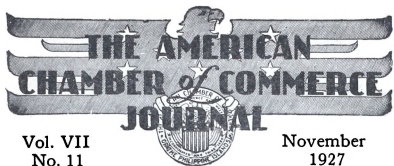
At the present moment you will answer no. But, do you remember the Yokohama and Tokyo earthquake? What about the 600,000 persons who lost their homes in the Mississippi Flood Disaster this year? What is to prevent disaster from visiting the Philippines?

### ✚ Are you a Member of the Red Cross? ✚

If not, you better join now. The Red Cross needs strength in numbers; it needs you. If it is to carry on the great work it has done in the past, you will have to help.

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### AU REVOIR

Closing as we go to press, the legislature will no doubt put through a budget that can be approved together with other measures. The absent senate president promptly cabled thumbs down on the bill to leave lepers in their homes for treatment, a bill which had actually passed the house. Evidently leprosy has chosen some pretty high and mighty victims, but opinion abroad was mightier. The senate's response to the president's whip shows in whose woodpile the nigger in the interisland shipping question is. The *Journal* espouses none of the measures, the editor confesses he has not read a single one of them carefully through; but it does hold that those charged with the responsibility could have put through a reform measure had they desired, and that this was not done because the senate president either left his own views in an ambiguous light, to inspire fear of action in his constituents, or privately instructed somebody to use the axe; and the speaker, left in general charge of the show here, was the woodsman who would not spare the tree.

Well, around no other incident that we now recall has equal opinion developed. True, it didn't reach as far as the crews, all Filipino, who must continue to go down to the sea in dangerous ships; but it certainly did reach as far as the passengers placed in a like plight, and will as certainly assert itself again. The *Roces* publications and the *Bulletin*, we believe, led the noble combat and are to be congratulated. They have lost, we predict, but the first round. They aren't definitely counted out, while in the legislature itself prestige will go to members who took the public view. What the legislature actually does do on other matters will command space in December.

This issue is largely devoted to something good it did in the past, the opening of land transportation into the Cagayan valley and connection of Manila by highways with a fertile region comprising 25% of the area of Luzon, adjacent to the Ilokan region of dense population whence emigrants to the number of 25,000 per year must seek new homes and employment.

Incidentally, referring to public opinion, *Journal* readers cannot have failed to notice how it is coming forward on other questions besides shipping. Gilmore as governor has a way of drawing out opinion, seemingly, and seems also to weigh it carefully. During most of the brief period he has been our acting executive the legislature has been in session, but it will be interesting to observe him in the field alone—enforcing legislation new and old. He will, of course, still be handicapped by the incubus of the lobby and the lobbying at Washington, but we think he will go ahead conscientiously in spite of this, and somewhat effectively. He is still passively a candidate for appointment. Candidates in America have reached out here, we learn, for local support; a binational cabal is being established around Osmeña's conservatism, which means, on America's part, siding with a single party, so that Quezon has but to seem to acquiesce in order easily to triumph here when he returns, and to continue wielding power by exercising the balance of it. America doesn't always cut a dignified figure in conferences, she's so darn good natured, and stupid.

But crediting everyone with good intentions, we are ready to accept the final decision. The more ready because it can be but temporary. It is likely to be a poor decision, too, and result in more opinion favoring a permanent-status act recognizing these islands as a territory. But again, apparently new fowls must have their wings clipped in order to learn to scamper from the southern-island gentleman with the persistent scissors. This is really strange, since he took his stand 20 years ago and without budging an inch has been clipping away for dear life ever since.

### OCTOBER LEAVES

Early October cables brought news of the death in Spain of Archbishop Nozaleda, and later in the month of the death of Archbishop Harty in Los Angeles was reported. Both had lived to venerable years, the last of the Spaniards, the first of the Americans. Nozaleda commanded the Church in the Philippines when its power was absolute, when even General Blanco, at his instance, deported to Mindanao whole town councils—from Malolos, and from towns in Batangas. He stayed on in his eminent post until the vicissitudes of revolution and war scattered its power like sear autumn leaves from oaken trunks—until the properties of the Church had been taken away, its priests imprisoned, and, later, he himself "excommunicated" by edict of the leader of a schism in the fold. He saw the

Spanish flag lowered, the American colors raised; and he was handed a copy of Military Order No. 58, guaranteeing freedom of religion and of worship in these islands. He stayed on still, and managed the Church during the first years taken up with fitting her into her rightful and legal place under the treaty and the constitution. Harty came in 1903 to proceed with the work, Harty a thorough American with only the obligations of American Catholics. In the courts the Church began the slow recovery of her properties which still proceeds, and in society she confronted the Protestants. The bitterness, perhaps the bitterness of despair, in Nozaleda's proclamations at the time of the Occupation may be forgiven; no doubt he thought everything had gone to smash. His vision was but human vision, like that of all of us. Harty's attitude was the right one, speaking from the Church's viewpoint, but Nozaleda's was perhaps quite as sincere. But nothing went to smash. Behold new Catholic universities, built, building, and planned. Behold new hospitals and dormitories, the new Ateneo, the meteorological station made a government bureau—zest and spirit on every hand. Perhaps neither Nozaleda nor Harty saw so far. Peace to the ashes of bishops, they lived their brilliant day; and the present is upon the living, and the future, more resplendent. Heaven moves in mysterious ways its wonders to perform.

### THE EXCISEMAN'S DRAGNET

About two years ago, or when the bookkeeping law was nullified by the supreme court in Washington, Juan Posadas, collector of internal revenue, put Juan Mencarini to teaching Chinese to agents, the great majority of insular merchants being Chinese who retained the right to keep their accounts, subject to sales tax and income-tax payments, in their language. A class of 20 agents has been graduated, and a class of 60 is being taught the essentials for examining mercantile records in Chinese. This no doubt has something to do with the increased number of income-tax returns. It's a very practical step in any case. The number of income-tax returns filed upon demand have risen from 699 in 1922 to 3,515 in 1925; and we may anticipate the early publication of the 1926 report by saying that it shows 25,326 reports filed, of which 11,637 were taxable and paid P3,959,139.89 into the treasury.

### MARINE RECREATIONS

There are many ways of enjoying the ocean besides surf bathing. It has always seemed strange to us that yachting is not more popular here. It is being taken up now, at least in Manila, and Jimmy Rockwell and Roy Barcal are to blame: Barcal came out here with his Lake Michigan tricks and started something, and now he's building a rakish craft to carry him on sailing trips on our inland seas. Motor boating and racing have followed, or are following. That's good too. A number of recreations popular in cooler climates during their cooler months don't catch on here because it's too hot—the humidity and the heat together take the pep out of 'em. But boating, sailing and motoring, highly recommend themselves. The day ought not to be distant when the islands might challenge the orient on the seas.

### THE CHARITY THAT HELPS EVERYONE

The Red Cross is as sleepless as the vigil at a medieval castle. On the lookout for distress, it helps everyone. For the young it maintains dental clinics, it is ahead of the government in providing first aid after floods or disastrous fires. True, to do this it must maintain a small paid force at headquarters, but this is an age of organizations and they are only pernicious when they are smelly and intrusive, trying to measure everyone by their own yardsticks. The Red Cross, now making its annual solicitation of funds, is not that sort of organization. Are you in need? Is this the only question it asks of stricken communities; and if there is need, it relieves it. The Red Cross merits the help it asks, we believe, and for our part we're giving.

### Choose Your Partners!



Do you wish to -  
 Tour the walled city  
 Merge for a few hours into its old romantic life  
 See in imagination the junk fleets of all the East arriving in the Pasig  
 Hear the thrilling story of Maria Velez, the nun for whom Mariveles Headland is named  
 If so: Make up Your Party!

Walter Robb, Editor of the *Journal*, will guide parties of twenty or more through the walled city when they call 1156 and arrange with him for dates. No charge. Don't mention it.

## Viewing the Cagayan Valley from Steamer Deck

By "SUNSET" COX

The most interesting trip in the Philippines? That's a little hard to say. The one over the trails in Mountain Province, in the land of the Igorots, perhaps. Or over the Ganassi Malabang trail in Lanao, down in Moroland. Or the journey up from Davao town by launch and pony to Monkayo, thence



Capt. Crespo

down the Agusan river by vinta to Butuan. They are wonderful, all three of them, as well as many others in the archipelago.

But the one up the great Cagayan river from Aparri in Cagayan province to Cauayan in Isabela, then on through Nueva Vizcaya, 250 miles by water, the first stage, and every mile a changing scene of interest and beauty, is an outing not easily forgotten. It is an almost unknown country to most folks, this great valley with its main artery, the river, carrying

a commerce of \$20,000,000 a year. Yes, that is conservative, for some \$10,000,000 worth of tobacco goes down to seaboard, and almost an equal amount of goods purchased in Manila or elsewhere goes up from seaboard inland. For so many years—centuries, in fact—this country has been so isolated that few realize its importance, its extent, and its historical interest. Few realize, also, that the watershed of the Cagayan river comprises over 25% of the total area of Luzon. A glance at a map will convince the skeptical.

We're off, then, for a week or so up and down this great stream, aboard the newest of the Red Line's big river boats, the *City of Echague*, with Captain "Jimmie" Oliver in command. He is more than a captain, of course, for James F. Oliver, native of North Carolina, is one of the owners and directors of this half-million peso company. He was for many years an officer in the Philippine constabulary and was a major in the United States army during the World's war. One of the best informed men in the valley is Major Oliver, both on commercial affairs and on the entrancing history and traditions of this portion of old Spain, and of the mountain tribes of northern Luzon. He's the *Bull Durham* part of the American South, and naturally is very much at home in this tobacco district.

### UP THE RIVER

We've landed at Aparri, then; for instance, from the cableship *J. Bustamante*, with Capt. Arnaldo Crespo commanding, after a most interesting trip to Basco, up in the Batanes islands, and to Itbayat, from where the mountains of Formosa can be seen. A pilot meets the ship outside of Aparri, for the bar there is a treacherous one, and conducts her to an anchorage opposite the town, in the wide mouth of the Cagayan. From here the pilot, captain and passengers go by launch to another "bar" on shore, the Aparri Hotel, owned by Andreas Varela and headquarters for seafaring men and the planters of the valley. Rather an interesting town, this Aparri, but the business district is in ashes now—a million-peso fire swept it early in September. A little dusty and hot, and the streets badly paved, but some fine people; and it's the gateway for all the imports and exports of the great valley behind it. However, this is a river trip we are on.

One's preconceived ideas of the Cagayan valley might be that of a vast expanse of plain with a broad river winding through it, tobacco fields on either side, and a land densely populated. Not so. The river winds, to be sure, but winds through low ranges of uplands that separate the two main valleys. Not densely

populated, either, for one travels many miles without seeing a house or a person. But wealth in plenty lies back of these river banks in the fields that are flooded each year with rich silt brought down from the mountain slopes to the east and west.

### THE FIRST HALF

The engines turn over, and the *City of Echague* starts from the main office and wharf of the Red Line company in Aparri. One hundred and ten miles away it steams on the first lap of the trip to Tuguegarao, the capital of Cagayan province. It is only 60 miles by the new auto road, however, and that can be made in three hours when the roads are good. A pretty and

interesting old town, this Tuguegarao, with an ice and electric light plant and a good hotel run by Pedro Abraham, sometime muleteer in the Druse mountains of Syria, now a prominent merchant and hotel owner in the valley.

Governor Proceso Sebastian, for many years a star reporter on Manila daily papers, is doing his best to make Cagayan the most progressive province in the islands; it really was pretty backward when he took the reins as chief executive of the province.

But this boat we are on, the *City of Echague*, starting from Aparri, is under way, chugging away



D. Ignacio Valcarce

## The Real Way to Restore Prosperity to Our Tobacco Industry!

### Mr. Tobacco Planter:

We are now passing through the most critical period in the history of the Philippine Tobacco Industry. Never before has our tobacco trade been so hard pressed on all sides by competition—especially by cheap machine-made cigars which are now flooding our best market, the United States. Our once prosperous cigar trade with China, too, is gradually falling away because we cannot produce cheaper than themselves.

The price of tobacco leaf has steadily declined. Cigar factories have closed their doors; \* \* \* and you, Mr. Planter, are the first to feel the evil effect of a dead market.

### QUESTION:

How can we restore prosperity to the tobacco industry?

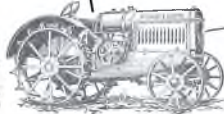
### ANSWER:

CUT THE COST OF PRODUCTION by farming with a McCormick-Deering tractor.

There is no substitute for modern agricultural machinery. It proves its real value and usefulness wherever the greatest profits are to be realized—and that place is right on the tobacco plantation. The McCormick-Deering tractor will pay its way wherever it is used—and besides will bring a steady stream of revenue. You may select a McCormick-Deering tractor in sizes ranging from 10 to 20 H.P. and 15 to 30 H.P. The engine is the same powerful and reliable engine that is used in the famous International heavy-duty truck. It has renewable cylinder walls, a host of important refinements, and will last indefinitely.

Write us describing your plantation power needs and let us suggest to you an economic tractor method.

Very truly yours,



MACLEOD & CO.

159 M. COMILLAS, MANILA

at 10 miles an hour up the broad river. She takes almost 18 hours for the 110 miles to Tuguegarao, for several stops must be made at the river towns. But it is most comfortable trip; the ship has excellent passenger accommodations on the upper deck, and a fine cook in the galley. A little over 130 feet long the ship is, with triple screws, but only draws three feet of water when loaded. She carries 1000 bales of tobacco below decks, or an equal tonnage of general cargo on her up-river trips—supplies for the towns in the valley.



This is the Life! Mrs. H. V. Hüni, Echague

#### UP THE RIVER

Through flat and dismal lands the river flows for several miles, lands planted with rice and corn. This is a great corn country, also.

"In 1922, during the corn famine in Cebu, the Cagayan valley shipped over 100,000 cavans of that cereal to the Visayas," says Captain Oliver.

But the scene soon changes. Low hills appear, and the country becomes more broken and interesting. Lallooc, an old Spanish mission center, now one of the principal stations of the Tabacalera company, is the first real town on the route. The river is broad here, and dotted with islands. Some of these are low-lying flats; they may become dangerous sand bars during high water, and help to make navigation more dangerous. Others are higher, rocky, and wooded, these are picturesque, and relieve the monotony of the scenery. Rocky cliffs, 100 feet high or more, now form the banks of the river, with a dense jungle behind. The new Cagayan valley road is carved out of the cliffs and the jungles. Both river and auto trips are thrilling.

Stops are made at little towns: at Gattaran; at Alcalá, the latter a famous social center during Spanish days, and even now; at Iguig, where an old seventeenth-century church tops a hill and can be seen for many miles—just as the mission fathers intended it should be. Most interesting old towns, all of them, and worthy of study. They are not such important tobacco

centers as the towns further up the valley, but fairly prosperous.

#### THE FEARSOME DAYS

Practically all of the important towns are on the eastern bank of the river. There's a reason for this. When the early missions were founded, and when the first intrepid settlers from the Ilocos provinces made their homes in the valley, their chief protection against the marauding bands of wild people from the mountains to the westward was this broad and swift river. Head-hunters: the Mayoayaos, the Iugaos, Kalingas, the Bontocs, all prized the heads of the Christians in the valley and made frequent forays. The Mayoayaos were the most active, says Captain Oliver, who has talked to many of the old chiefs about these old-time raids. The Magat river provided the raiders with an easy access to the valley by rafts, and they took the scant trails back. A few towns were on the west bank, but on the river bends, where land protection was better. Gamu and Reina Mercedes are examples of these.

On the east side, at salient points, brick watch-towers were built, towers similar to those on the sea coasts of Luzon that guarded against the Moro pirate raiders. Formosa had its towers in those days too; they often made raids on the northern towns of Luzon, and sometimes up the Cagayan.

It must be admitted that the Cagayan valley is a bit backward even yet. The residents thereof themselves will admit that; the lapse of centuries has changed it but little; it is really a bit of old Spain, in its way. Isolated as it is, old Spanish customs are still in vogue. The



Gov. Proceso Sebastian

# Red Line Transportation Co.

Tuguegarao, Cagayan

Freight

Factors

Passengers

Modern, fast launches for express, freight and passengers from Aparri to up-river points three times weekly and return, with Cauayan, Isabela, as terminus

Daily passenger and mail buses through Tuguegarao to Isabela and Cauayan, Isabela, connecting with buses from Cabanatuan

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horse still reigns supreme in the valley. At the river landings one sees Spanish or other breeds mounted on splendid horses—some of them of old Arabian stock. These hacenderos are as proud of their horses as they are of their titles—for some of these Spanish planters do bear honors and rank from old Madrid—the government monopoly of tobacco in Spanish days brought out many grandes, it must be remembered. At the famous haciendas of the Tabacalera company on the river—for instance, the San Luis, the Santa Isabela, and San Antonio haciendas—the stable and the saddle rooms are as carefully looked after as the nursery or the sala of the *principales* themselves.

These residences of the hacienda chiefs really are beautiful. Groves of acacia and eucalyptus



Don Jesus Zabalza, Alhambra Agent at Jones, Isabela, with tobacco four meters high.

trees surround them; old Spanish-type houses—many of them with ice machines now, and electric light plants and autos. But the rainy season always comes again, and the horse is again king, reigning supreme.

Our fellow-passengers on Captain Oliver's boat must not be forgotten, since they are just as picturesque as the valley itself. Spanish, Swiss, German and American planters; once in a while a Chinese merchant—all of them with their personal servants, and possibly their saddle horses and their grooms on the main deck. An occasional government employe, perhaps, or the agent of an American, Swiss or German commercial company—all congenial and friendly—that's the way of the valley, as this district is always locally called.

Real landings are few and far between on this river; no docks, since the river has moods of its own and rises and falls as it pleases, sometimes ten or twenty feet in a day. As to the landings, though, two exceptions must be made. At Cabagan, for instance, in Isabela province, the wide-awake town officials have had built the heavy timbers a flight of steps down the forty-foot bank of the river, while at Naguilian, in the same province, nature has provided a terrace of rock which answers the same purpose.

Views along the river are intriguing: the big barangays, or river cargo boats peculiar to the valley, single masts forward carrying a leg-o'-mutton sail, with sometimes a jib—these slip along through the night like silent ghosts of long ago. In the daytime they are noisy with the chants of the sailors pulling at the tow ropes or on the long poles that help propel them against the current. These barangays were the only means of transportation on the river before the Tabacalera company put on the sternwheel

steamers *Maqapit* and *Antonio Lopez* about thirty years ago. Then, though much later, of course, came these triple-screw boats of the Red Line. The steamer chairs on these old Spanish boats could tell some great tales if they could talk—tales of festivities and perchance of monte games on the broad decks, games in which each chip represented a bale of tobacco! But there's nothing like that on the Red Line boats, they are strictly business craft.

It's a curious thing, but this river has been provided by good dame Nature with a wonderful aid to transportation, the land breeze that blows from the south in the morning, and the sea breeze that comes from the north during the afternoon. That is why the big barangays carry the leg-o'-mutton sails. Even the Red Line has a flock of barangays, for it is an axiom that wind is cheaper than steam.

It is not all easy sailing, though, even for the boats with Diesel engines, like the *City of Echague*. The Cagayan river has its moods and is apt to rise 10 to 15 feet in half a day. It takes real seamanship to handle a craft like

the *City of Echague* in the flood season; that is why one feels safe on the *Echague* when Mateo Duarte is at the wheel, for Mateo has been piloting on the Cagayan for almost a quarter of a century and knows the river and its grim temperament.

The varied scenery along the river is entrancing. The Sierra Madre mountains lie off to the eastward—blue, gray or purple; the serrated peaks of the Cordilleras are silhouetted against the sunset sky; broad-spreading haciendas of the big tobacco companies, such as the Tabacalera, here and there along the banks of the meandering stream—always on bluffs or hills and surrounded with groves of old acacia or eucalyptus trees. Life, one senses, is not strenuous in this ancient valley. It may even be a bit sluggish, but who cares?

However, a striking contrast is the typical American hustle in the business of getting cargoes off and on these Red Line boats; and for this job alone the *City of Echague* carries 20 deck hands.

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These river men are good navigators, as has been mentioned, but woe betide the mariner who fails to catch out for the *chabasco*, or sudden squall, which may descend from a clear sky and rip out the masts of his craft in a moment.

Tiny rafts float by occasionally, without crew, but loaded with food, some dishes, one or two old garments—perhaps even live chickens. The superstition of some old native has set these adrift in the stream; there is sickness in some family and the belief is that the malady will pass into the body of the crocodile or other animal that consumes the food. If a man dons the clothing, why this is up to him.

Then there are the carabao ferries: rafts towed across the river by these huge patient beasts of every possible burden. In the way of game, there are flocks of mallards, thousands of snipe and plover, and big scythe-bill curlews along the mud banks. The moonlit evenings are not to be forgotten. Passengers recline at perfect ease in the roomy steamer chairs while Captain Oliver regales them with tales of his years of constabulary duty in the Igorot country and folklore stories of the hill tribes. Boys are in attendance and the drinks are really cool; these Red Line ships are of course equipped with refrigerator service.

Churches seemingly as old as the hills are the striking landmarks of these towns in the valley. Usually they crown the highest vantage points along the river, for they were lookouts for their communities. They were built of brick; those still standing intact are extremely picturesque, and those fallen in ruins even more so. It was about 1580 that this valley was first visited by Spaniards, and some of these churches date from the earliest years of the 17th century. The church in Tuguegarao celebrated its first mass in 1724, the one in Tamsuini in 1647. This church at Tamsuini is particularly beautiful; its bricks are aged to a deep red; its ornate facade and walls are set off with scroll work in white cement.

Some of the towns are a kilometer or more away from the river, though originally built on its banks. But the river has an eccentric

habit of shifting its bed, one flood may shift it 500 meters or more.

In this region the pioneer's covered wagon becomes a large raft made of bamboo and banana stalks. On such rafts Ilocano families float by our boat down the river on their way to Aparri for a visit to their old homes in the Ilocano provinces of the northwest Luzon coast. It seems a bit strange to the visitor to learn that four of the rivers flowing into the Cagayan from the east have the name *Pinacananuan* with that of the nearest town added. It is not so strange, though, when one learns that *pinacananuan* merely means *clear water* and that these streams have been filtered over the limestone strata of the Sierra Madre ranges.

Amulung, Iguig, and Lalloc in Cagayan, and Gannu, Naguilian, Echague, Reina Mercedes, Angadanan and Cauayan in Isabela, were all famous old towns during Spanish days, but they have remained just about as they were; the three decades of the American period have modernized them but little. Spanish is still the principal language used, it is the medium of all business transacted.

They are all tobacco towns, with agents or representatives of the big companies in all of them and stone or concrete tobacco warehouses in most of them.

It takes the *City of Echague* a week on some trips to make the voyage of 250 miles to Cauayan and back to Aparri. Many stops are made, and often a six-mile current makes the upstream trip slow. It is slow, but interesting. The journey's end is usually Cauayan; not the end of navigation, by any means, but as far as the big Red Line boats usually go. From Cauayan to Manila via Bayombong, by auto, is a one-day trip. But with the road still in the course of construction at a number of points it may take longer; landslides and flooded rivers may intervene to cause delay. There is always a remedy, however, for the down-river trip can always be made and a steamer from Aparri will land the traveler in Manila in two or three days—after a most interesting and instructive jaunt through this picturesque but little-known Cagayan valley.



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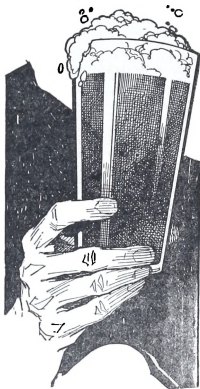
# "San Miguel" Pale Pilsen

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## "Bob" Self Sells "Alhambras" by Airplane in U. S.



P. A. Meyer

So many men and companies feel such a keen desire to supply America the "good five-cent cigar" which the late Vice-President Marshall of Indiana recommended for the national health that it takes hustle and a lot of it to get ahead of the other fellow. Ex-Lieutenant Robert E. "Bob" Self, who was formerly stationed at Camp Nichols here, has found this out in

selling *Alhambras* along the Atlantic seaboard, and the way he does it is to visit the trade and make distributions by airplane. He sports a card showing himself and his machine on one side and a box of *Alhambras* on the other, alongside an order blank. He is getting results. While restive America may still be undecided about the matter, no doubt in due time she will conclude definitely that the best "good five-cent cigars" she can possibly buy are *Manilas*.

The *Alhambra*, although having always specialized in cigars from ten cents up, has evolved a specially high-grade cigar in the five-cent class and will have its share in the benefits of America's ultimate decision in favor of *Manilas*. Paul A. Meyer, seemingly liked as much by his competitors as by his patrons, will probably see to that. He is the general head of the *Alhambra* and *Flor de Intal* factories, and a director of the Chamber of Commerce. He is the *Journal's* expert reviewer of the Philippine tobacco industry.

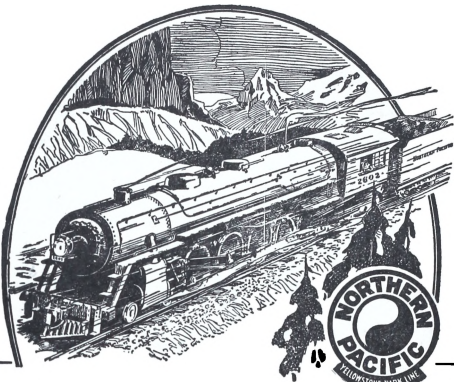
Meyer came to Manila in 1901 and shortly thereafter became associated with the cigar and cigarette factories just mentioned, which he has been managing for many years. The *Alhambra* factory, better known locally because of the wide distribution and sale of its products here, was established in 1897, and *Flor de Intal*, manufacturing more exclusively for the overseas trade, the big fields being the United States and China, was established in 1912. Two new buildings of the most modern type now house these prosperous factories on calle Tayuman, where every essential equipment is installed and every precaution taken to insure thorough sanitation and dispatch of work.

The companies have, of course, their own buying organization in the Cagayan valley, where they purchase a large portion of the tobacco crop every year. *Alhambra* has but one label, *Alhambra*, a testimonial of the quality of every grade of cigar the factory makes. As the company goes in for its share of the Philippine trade and there is hardly a hamlet in the islands where an *Alhambra* may not be purchased, space would be wasted in speaking of these cigars to Philippine readers. H. L. Judell and Company are the San Francisco agents; the company also has its own representatives in New York, Philadelphia, Boston, Baltimore, Chicago, Cincinnati, Indianapolis, Denver, Salt Lake City, Dallas, El Paso, San Diego, Los Angeles, Portland, Seattle and many other American cities.

H. W. Peabody and Company of San Francisco represent *La Flor de Intal* west of the Mississippi, where they distribute *La Flor de Intal*, *Coritan*, and *La Flor de Lavinab* cigars made by this factory. Lavinab is a famous old tobacco town in the valley. East of the Mississippi the factory is represented by Sidney J. Freeman and Sons of New York, distributing *La Flor de Intal*, *Magallanes*, and *Puntacima* cigars.

Readers of the *Journal* will not have failed to notice, if they have been interested in the trade-reviews section, how Meyer simply refuses to let himself grow excited about conditions, favorable or contrary; he believes more in meet-

ing conditions than in denouncing them. In the making and marketing of tobacco products his method is simple and effective: give the best quality possible for the price, keep it standard, acquire reliable distributors and support 'em with liberal advertising.



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## Philosophy of Poverty: By Karl Sebestyen

*Poverty resembles the twin snakes encircling Laocoon and his two sons. On the faces of the sons is an expression of intense physical pain, on that of the father grief because his sons must suffer with him. That is the poor man's tragedy—it is not personal privation that tortures him so much as the privations of those who are dear to him.*



### Daddy Is a Salaried Man

*Though this little Manila girl's daddy is just a salaried man and, like most such men, is chronically low in pocket, her education is quite well assured in a life insurance policy for \$4,000 of which she is made the beneficiary.*

*The policy is the twenty-payment life variety which the agents expert in that sort of thing often recommend. Of course there are policies and policies, and it is worthwhile boning up and getting exactly what one wants.*

Philosophy is as old as human thought. Poverty is doubtless still older. The two met early. Thales and his scholars, who occupied themselves with physics, never pondered this poignant problem. The royal Heraclitus knew nothing of it. Laughing Democritus passed it by with a shrug of the shoulders. But Socrates, the true father of philosophy, drew lessons from his own poverty for his system of ethics. Later the Cynics, who inherited part of Socrates' intellectual estate, made poverty the very axis of their philosophy. Socrates said that those were the happiest who had the fewest needs. The Cynics carried this idea to the extreme, declared war on worldly goods, and made a sceptre of the beggar's staff. For centuries the apostles of the Cynics wandered through the Hellenic world, and even the lands of the barbarians, gathering gaping crowds around them in the market places of rich cities to preach to them renunciation, self-mortification, the transitoriness and vanity of worldly riches.

The Stoics likewise extolled self-sufficiency, or *autarkei*, though, to be sure, as only one command of their code of conduct. Finally, when the radiance of the Olympian deities began to grow dim in the hearts of men, leaving a certain vacancy in human breasts and a longing for a new religion and a new god, the Christian evangelists came, praising the cross of poverty. Christ, the son of a poor carpenter, remained a poor man until his death. He had no property, no gainful occupation; He condemned gold and treasures; He chose His friends from the lowest classes of the people; and He founded His Church on the faith of a poor fisherman.

The Christian Middle Ages outdid the Cynics and the Stoics in their cult of poverty. After the Roman Church grew wealthy, and her heart was hardened by vast revenues and possessions, monastic orders arose, one after the other, to carry on the doctrine. Their members took a vow of poverty, and, defying the pride and pomp of popes and bishops, taught the unadulterated Christianity of the evangelists. Bearers of princely names, owners of great domains, renounced their privileges of rank and wealth, and gave up their worldly goods, to retire to lonely cells and to inure themselves to every

physical privation, in the hope of thus attaining eternal bliss.

The Renaissance again taught men to recognize human dignity, to weigh the worth of personality, to value life in this world. The charm of poverty paled before the arts, before the beauty and glory of magnificent churches and palaces, of paintings and statues, of music and letters. But the reaction from this was prompt and vigorous. Luther, Calvin, Zwingli, the Scotch Puritans, and stern iconoclastic sectarians of every breed, appeared to preach a new repression of earthly joys. With the German Mystics, who have a certain kinship with the Stoics, poverty once more turned to philosophy. And philosophy opened its arms to poverty. Since then, whenever the leaden weight of economic stress has lain heavily upon nations, and hunger, discord, rebellion, and ruin have stalked abroad, poverty has become a cult. Under such conditions men seek to show that it is the normal, God-given condition of themselves and their fellow men.

I do not propose to dispute this theorem. Poverty is natural be-

cause it is everywhere. We know that it has always existed. But is it inevitable? Is it a necessary corollary of wealth, of material and moral independence? Is it as logical a reflection of riches as evil is of good, ugliness of beauty, falsehood of truth? Must we reconcile ourselves to poverty as an abiding blight upon ourselves and human society? Must we accept it as it comes? These are questions which may well engage the philosopher.

Ever since I have been old enough to think, I have witnessed—and I have been at times the victim of—grinding poverty. I had a father who battled with the world for a mere existence until he fell fainting in the harness. I had a mother whose life was shortened by overwork. I had student friends who were never able to buy the text-books they needed during their whole school life. They rebelled against their fate, but rebellion was futile. Yet they were respectable, honest, industrious lads, who loved work and tried to do their duty.

We must accept being born poor as a part of human fortune. But why do we stay poor? Simply because some of us unfortunates do not possess the knack of our luckier fellows to get ahead in the world. Gold may be only a means and not an end, but it is a means indispensable for success. Money does not make us happy, but want of money makes us unhappy. You try to persuade yourself that you have everything which the poets and philosophers say is necessary for happiness—health, work, the respect of your fellows, love. Then you suddenly discover that you are caught in a net. A heavy load weighs on your shoulders. You want to rise, and you can't. You have desires, and you must renounce them. You would like to travel, and you stay at home. A wonderful opportunity presents itself to better your condition, and you cannot take advantage of it. Why?

Why? In the first place, because it is so difficult to fix a fair relation between labor and its reward. You have chosen your occupation unwisely. When you chose your career you unintentionally took a vow of poverty, as much as did ever a Franciscan monk. That is the

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root of the evil for you. But that does not cover the case. At school you were taught many things: Latin, Greek, religion, composition, physics, mathematics—everything but practical business. You were taught to appreciate ancient statuary, modern paintings, great epics, and witty epigrams. But you were not taught business acumen; you never learned to judge material values. And so you drag on through life, weary and footsore, bowed down with daily cares, and ever fearful of tomorrow.

Roused at times by your misery, you try to discover where the trouble lies. Looking back over your life from the vantage ground of long experience, you see where your poverty began. But does that make you any happier? Does it make it easier for you to earn a living?

What, then, is poverty? Let us try to give it an approximate definition, in order to avoid confusion. Poverty has certain extreme forms which we can leave out of our present discussion. The beggar who lives on the industry of others but does not work himself need not detain us. I am a poor man addressing a circle of readers which may include both rich and poor, but probably includes no beggars. So we leave the beggars out. Let us also leave out people physically incapacitated for earning a living, and the unemployed; they are a problem primarily for the sociologist and society. Let us concentrate upon the poor man who works, and often overworks. He does not pass his life outside of the social classes. Indeed, he may be among those of higher rank. He has a regular income. He labors, and gets money for his labor, but not enough—not enough relatively to his needs, obligations, and cultural demands.

A poor man's budget reveals a standing deficit. His strength and energy and will and knowledge struggle in vain against that deficit. Yet the deficit must be made up in one way or another. Nature abhors a vacuum. If the poor man cannot supplement his income by extra work, or from some other source, he fills the gap by running into debt. But credit is scarce today—tragically scarce for a poor man. Nevertheless, it seems to serve its object. The avalanche

of credit begins to move. Gathering headway slowly, it eventually sweeps all before it—peace of mind, honor, existence itself.

Another result of a constant deficit is to rob the poor man not only of material independence but also of moral freedom. Under Roman law a creditor not only could throw his defaulting debtor into prison, but could even sell him as a slave. We no longer have slavery, but some traces of that sad institution still survive in the relation of a debtor to his creditor. Moreover, the poor man's dependence extends not only to his creditor, but also to his employer, associates, friends, neighbors, and even his own wife and children.

Naïve people sometimes ask why the poor do not organize against the rich. No one doubts that they are an overwhelming majority. But you can't make poverty the basis of an organization. Working together, dwelling together, any form of association in society, creates solidarity. But poverty is individual; each poor man carries his own cross. The others around him may carry one equally heavy, but none can

help his neighbor; each one is wholly occupied with his own burden. Pooled poverty would be aggravated poverty.

Poverty resembles the twin snakes encircling Laocoon and his two sons. On the faces of the sons is an expression of intense physical pain, on that of the father grief because his sons must suffer with him. That is the poor man's tragedy—it is not personal privation that tortures him so much as the privation of those who are dear to him.

Poverty is not as simple a sociological phenomenon as many imagine. It has many varieties and degrees, and even imitations. There are rich paupers and poverty-stricken plutocrats. Rich paupers are those who in their simplicity do not perceive their own poverty. Since they are not conscious of it, they are not truly poor. He who has never seen anything better than what he has, who has no conception of cleanliness and comfort, who possesses no culture, who has spent his plodding life in a village hut among domestic animals, is not poor—or, if you prefer the term, he is a rich pauper.

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And the poor rich? They are the rich who cover jealously over their strong boxes, counting their coins and bank notes. They are insane men who confuse the means with the end. They deprive themselves of all the joys and amenities of life in order to leave more to some spend-thrift heir. Yet they do not make this sacrifice out of love for their posterity—quite the reverse, they usually hate those who will inherit after them. They save and hoard merely to enlarge their possessions. They are fanatics of numbers, and spend their lives augmenting sums total.

I pity all classes of poor men except the poor rich. Those I despise.

And the false poor? These also exist in God's great zoo. They are always whining; they avoid looking men in the face; they wear the garb of poverty. But that is merely for effect. At heart they are prodigals, and secretly they deny themselves nothing. Their homes, if not luxurious, are comfortable. Their table is well provided; their standard of living within the family circle is high. But they are always complaining that the times are hard, business bad, and the world on the way to ruin. Every investment they make ends with a loss. Tomorrow they will have nothing to eat. How do we explain these contradictions? Their long faces, their complaints of poverty, are merely a defensive mask to protect themselves against appeals for charity.

Where shall we find, in the sad symphony of poverty, the final chord of reconciliation to our lot? Are we to seek it in the last solemn notes that unite rich and poor, high and low,

king and beggar, genius and dunce, in the arms of death? Death is no solution for any human problem. Death is the sword of Alexander that cuts the Gordian knot instead of untying it. Death is the great nothing, worse than any penalty. It is no comfort to the poor, moreover, to reflect that even the rich may sometimes be unhappy and may suffer every physical and spiritual pain that falls to the lot of humankind. A Latin poet tells us that misery loves company, but the saying is more clever than true. I have been in military hospitals where fifty cruelly wounded men lay writhing in agony. They cursed their mothers for bearing them—aye, they cursed God Almighty Himself for the hell of blood, filth, mutilation, and torture from which they had only half escaped, with a life-long heritage of deformity and pain. But none of these men suffered less because his comrades also suffered. Quite the contrary—every one of them felt his agony thereby multiplied. No, it is not a comfort for the poor to reflect on the unhappiness of the rich. There is no atoning accord in this gloomy symphony. The philosophy of poverty ends with a tragic interrogation point.

But show me any other philosophy, whether smiling like that of Democritus, lofty like that of Plato, wise like that of Descartes, noble like that of Spinoza, optimistic like that of Leibnitz, or objective and categorical like that of Kant, which does not end with a question mark.

The above is a chapter from *Summo Vitae*, the philosopher's autobiography. The Journal quotes it from the *Living Age*—Ed.

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not on such peaceful missions; they went down to get heads, and often returned to the hills with many of these ghastly trophies.

Tall Ilongots, with long hair, often come down to the valley from the Sierra Madre mountains in the eastern part of Cagayan and Isabela, while little kinky-haired Negritos are visitors from the same places or thereabouts. These peoples, Ilongots and Negritos, also visit the towns of Nueva Vizcaya and eastern Nueva Ecija, in both of which provinces Benguet Igorots are used as laborers on the highways. Ifugaos from the rice-terraced lands of Ifugaos are frequent visitors to Isabela and Nueva Vizcaya, and many of them are used by the bureau of public works on roadwork and masonry—at which they are experts. These Ifugaos often float down the Magat river on banana stalk rafts, then trek back over the hills with whatever they have traded their camotes and other wares for.

Bontoks, likewise, visit the lowlands, using the Chico and Magat rivers on their downward journey, trading in the rather populous Magat valley with the Ilocan settlers there. Kalingas raft down the swift Malig river, or go on foot in bands of a dozen or more over the trails to the Isabela or Cagayan towns where they trade camotes, honey and bejucos for rice and salt and coco crudo, muslins.

The western towns of Cagayan receive visits from many Apayaos, from the interior of Apayaos sub-province, many of them owning their own craft on the Abulug river. All these people converse easily with the Christians in the valley, the Apayaos in Itbanag, while practically all the other pagan visitors have at least an understanding of Ilocano—the universal dialect of the Cagayan valley and its surrounding provinces.



Primitives in Ancient Hills: Ilongots of Nueva Vizcaya

To tell of the Cagayan valley and not mention the non-Christian folk, the pagans, would be an unpardonable oversight. There are many such within the borders of the valley and they form one of its most picturesque features for the vis-

itor. They dwell mostly in the mountains and foothills, to be sure, but come down to the lowlands to trade and are frequently seen in the towns along the river and on the auto roads. In former days too they visited the valley, but

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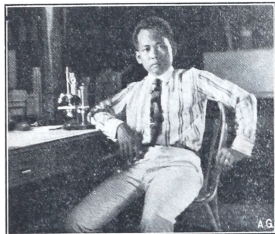
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## Agricultural Tobacco Station Getting Results



Domingo B. Paguirigan

The *Journal* for August of this year contained an article by "Sunset" Cox telling of the tobacco experimental station managed by Mariano Gutierrez at Sarunayan, in Cotabato province, Mindanao, where Sumatra tobacco is being grown. A similar station was established previously, however, by the bureau of agriculture, at Dammao, in Isabela province. That station was found to be unsatisfactorily situated, and several years ago was moved to the outskirts of Ilagan, the capital of Isabela. Here the station comes into close contact with the tobacco growers and is doing a most helpful work, the planters say.

The Ilagan experimental station is in charge of Domingo B. Paguirigan, a native of Isabela,

who is a graduate of Harvard as well as from the Connecticut Agricultural College, where he specialized in tobacco. Energetic and well liked in the Cagayan valley, he is really trying to aid the tobacco growers. The purpose of the station is to help solve the cultural problems of the tobacco farmers, to produce enough selected seed for free distribution to farmers and gradually eliminate the mixed stock, still too prevalent—in

short, to help the farmers in every possible way in the improvement of the industry. An excellent laboratory is maintained and the control of plant pests and diseases constantly studied, the information obtained being freely given to the tobacco farmers.



"Sumatra" at Experimental Station

to eight, thus giving more of the land-hungry Filipino homes of their own. The opening of the Cabanatuan-Bayombong-Aparri road recently has increased immigration tremendously, and available public lands are now counted in thousands of hectares rather than in tens of thousands as formerly.

Earnest efforts being made to prevent immigration to Hawaii and elsewhere would be set afoot by approval of the applications for large tracts, it is stated, and local officials favoring homes to the greatest number. In the province of Isabela alone applications for almost 10,000 hectares have been made in recent months while at the same time applications for 7000 homesteads are on file.

Applicants for the large tracts claim that they will furnish employment for large numbers of laborers and will pay a considerable sum in taxes. Officials state, however, that large numbers of desirable people will settle in the valley if they are assured of a home of their own that could be handed down to their children, and that the increase in cedula collections will more than offset the taxes paid by the larger holders.

Officials of the big tobacco firms in the valley and other business men are a unit in praising the administration of Frank D. Yost, division inspector of the bureau of lands, under whose direction a public land inspector has been stationed near the entrance to Cagayan valley for the purpose of giving incoming homeseekers information about public land and conducting the immigrants to the best available tracts. Yost is a veteran of the lands bureau, one of the last four Americans left in the organization and is held in high respect by the Filipinos for his absolute fairness.

Yost's theory, according to provincial officials, is that the ideal agrarian situation is one in which large haciendas such as those owned by the Tabacalera company are surrounded by numbers of homesteads, thus giving employment at daily wages to the people who at the same time are developing their own homes, with the added benefits of schools, hospitals and roads. However, in view of the large number of people requiring small home sites their interests must be placed ahead of the applicants for the larger tracts and theory must give way to conditions.

When asked as to the application for large tracts, Yost cited instances that seemed peculiar, to say the least. One instance was that of three members of a family whose combined salaries do not reach two hundred pesos monthly but who have applied for a total of 3000 hectares. The impression gained was that he feared such applications were being made for purposes of speculation only, with no real intention of working the land, and that in many cases the applicants might be only tools in the hand of caciques and speculators.



F. D. Yost

## How Shall the Vacant Northlands Be Settled

*Cacique and Homesteader at Death Grips for Virgin Acres*

In an effort to protect their lands from predatory politicians and land-grabbers the people of the Cagayan valley have taken the matter into their own hands and in a convention of all the municipal presidents of the province of Isabela have adopted a resolution praying for protection. The resolution has been forwarded through the provincial board to the director of the bureau of lands and copies sent the acting governor general.

Applications for tracts totaling some 10,000 hectares in the richest section of the upper Cagayan valley have been filed during the past few months, some of them asking for the limit of 1024 hectares. Well known politicians are

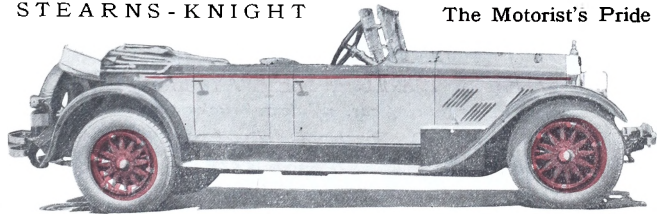
known to be interested in the applications.

With thousands of homeseekers from the overcrowded Ilocos provinces pouring into the valley, and with the agricultural lands there practically all applied for, the granting of large tracts to individuals would be a serious mistake, according to officials in close contact with the situation, and in time might result in agrarian troubles similar to those now prevalent in Bulacan, Pampanga and Nueva Ecija, it is declared.

The influx of homeseekers into the Cagayan valley during the past few years has been so great that steps have been taken to reduce the average homestead from twenty-four hectares

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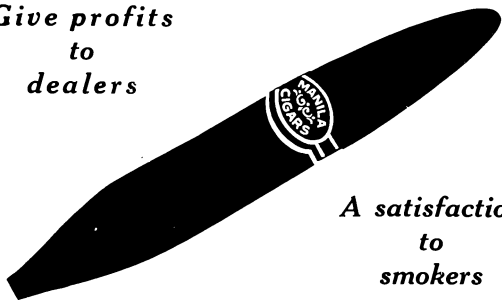
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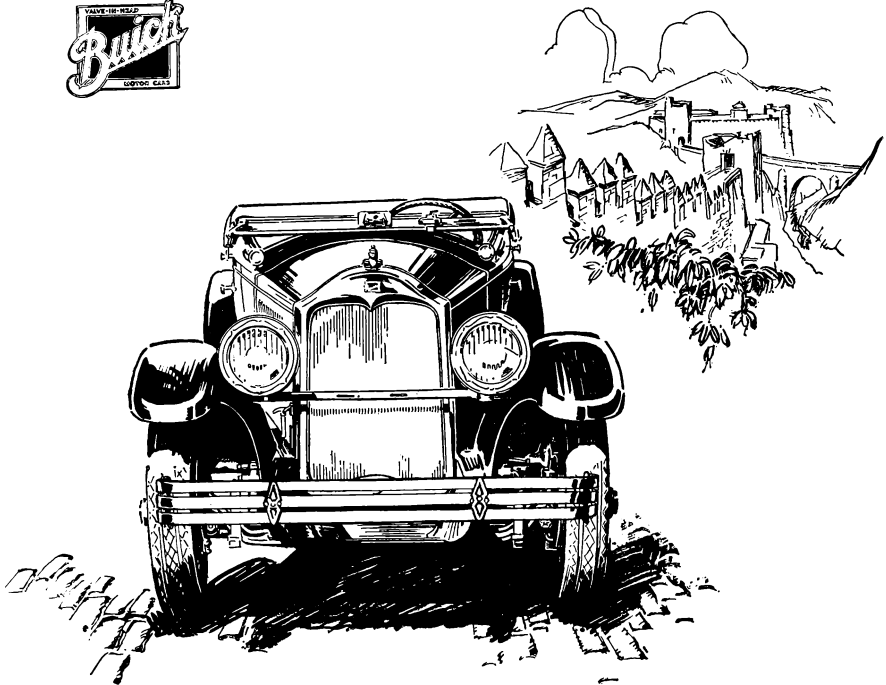
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## Currents in the San Bernardino Strait

By O. P. SUTHERLAND

Chief, Computing Division Coast and Geodetic Survey

If a ship passes from Samar Sea through San Bernardino Strait and into the Pacific Ocean, the chances are about three to one that it will encounter a strong adverse current. However, if care is taken to enter the strait at the proper time, about seven hours of favorable current, ranging from 0 to 7 knots per hour, may be obtained.

The United States Coast and Geodetic Survey has prepared current predictions for this important strait. Some navigators, however, have apparently found difficulty in using them. From letters received and inquiries made at this office, it would seem that this difficulty is met when the navigator attempts to reconcile the current predictions with the tide predictions.

While it is undoubtedly true that the tides are a very important factor in producing the currents, they are not the sole factor. A careful comparison of the current predictions with the tide predictions will show that the currents do not follow the rise and fall of the tides. Below are given tables showing the predicted ebb

currents through San Bernardino Strait, for the month of November and December, 1927. The ebb current flows northeastward through the strait, and the flood southwestward. The predictions are based upon normal conditions. During a strong northeast monsoon the ebb may be delayed as much as thirty minutes.

In order to take advantage of favorable currents, when leaving a port of the Philippine Islands, the navigator should take into consideration the distance to be travelled and the average speed he may reasonably expect to maintain, and should so time his departure from port, that he will arrive in the vicinity of Capul I., at about the time given in the first column (slack before ebb). The current will then be favorable through the strait for approximately seven hours. If these tables, published in this form, prove to be of help in securing an easier and more economic passage through the strait, the publication will be continued. Comments are especially desired from navigators who have used them.

Date 1927	Slack before ebb.	Maximum Time	ebb. Velocity	Slack before flood
Nov.				
11	1:34 p. m.	2:26 a. m.	6.7 knots	5:38 a. m.
	11:30 p. m.	2:46 p. m.	0.8 "	3:53 p. m.
12	—	3:05 a. m.	6.8 "	6:27 a. m.
13	12:02 a. m.	3:48 a. m.	6.4 "	7:17 a. m.
14	12:39 a. m.	4:36 a. m.	5.6 "	8:07 a. m.
15	1:14 a. m.	5:31 a. m.	4.6 "	9:01 a. m.
16	2:16 a. m.	6:36 a. m.	3.7 "	10:00 a. m.
17	3:38 a. m.	7:56 a. m.	2.9 "	11:01 a. m.
18	5:38 a. m.	8:56 a. m.	2.4 "	11:58 a. m.
19	7:22 a. m.	10:01 a. m.	2.1 "	—
	9:30 p. m.	11:07 p. m.	1.0 "	12:47 p. m.
20	8:38 a. m.	10:56 a. m.	2.0 "	1:10 a. m.
	9:30 p. m.	11:42 p. m.	2.2 "	1:19 p. m.
21	9:38 a. m.	11:42 a. m.	1.9 "	2:18 a. m.
	9:40 p. m.	—	—	1:48 p. m.
22	10:30 a. m.	12:17 a. m.	3.4 "	3:05 a. m.
	9:54 p. m.	12:23 p. m.	1.8 "	2:14 p. m.
23	11:18 a. m.	12:50 a. m.	4.4 "	3:45 a. m.
	10:10 p. m.	1:00 p. m.	1.5 "	2:38 p. m.
24	12:08 p. m.	1:21 a. m.	5.2 "	4:23 a. m.
	10:31 p. m.	1:37 p. m.	1.1 "	3:00 p. m.
25	1:05 p. m.	1:54 a. m.	5.7 "	5:00 a. m.
	10:54 p. m.	2:13 p. m.	0.6 "	3:16 p. m.
26	—	2:26 a. m.	6.0 "	5:37 a. m.
	11:18 p. m.	—	—	2:49 p. m.
27	—	2:59 a. m.	6.0 "	6:15 a. m.
	11:45 p. m.	—	—	—
28	—	3:34 a. m.	5.7 "	6:57 a. m.
29	12:15 a. m.	4:14 a. m.	5.3 "	7:42 a. m.
30	12:52 a. m.	5:02 a. m.	4.7 "	8:30 a. m.

Dec.

1	1:39 a. m.	6:02 a. m.	4.1 "	9:23 a. m.
2	2:42 a. m.	7:11 a. m.	3.4 "	10:19 a. m.
3	4:23 a. m.	8:25 a. m.	2.9 "	11:15 a. m.
4	6:24 a. m.	9:34 a. m.	2.5 "	—
	8:58 p. m.	10:48 p. m.	1.4 "	12:07 p. m.
5	8:08 a. m.	10:38 a. m.	2.1 "	12:56 a. m.
	8:59 p. m.	11:32 p. m.	3.1 "	12:50 p. m.
6	9:35 a. m.	11:34 a. m.	1.8 "	2:16 a. m.
	9:12 p. m.	—	—	1:24 p. m.
7	10:10 a. m.	12:13 a. m.	4.6 "	3:15 a. m.
	9:34 p. m.	12:23 p. m.	1.3 "	1:53 p. m.
8	11:57 a. m.	12:52 a. m.	6.0 "	4:05 a. m.
	10:02 p. m.	1:08 p. m.	0.8 "	2:15 p. m.
9	1:12 p. m.	1:32 a. m.	6.9 "	4:53 a. m.
	10:34 p. m.	1:50 p. m.	0.2 "	2:28 p. m.
10	—	2:11 a. m.	7.3 "	5:40 a. m.
	11:09 p. m.	—	—	—
11	—	2:52 a. m.	7.3 "	6:26 a. m.
	11:46 p. m.	—	—	—
12	—	3:35 a. m.	6.8 "	7:10 a. m.
	—	—	—	—
13	12:26 a. m.	4:20 a. m.	6.0 "	7:52 a. m.
14	1:10 a. m.	5:09 a. m.	5.0 "	8:33 a. m.
15	1:59 a. m.	6:03 a. m.	3.9 "	9:12 a. m.
16	3:04 a. m.	7:01 a. m.	2.8 "	9:50 a. m.
17	4:44 a. m.	8:02 a. m.	1.9 "	10:26 a. m.
	8:44 p. m.	9:20 p. m.	0.1 "	9:57 p. m.
18	6:48 a. m.	9:05 a. m.	1.2 "	11:02 a. m.
	8:27 p. m.	10:19 p. m.	1.2 "	—
19	8:26 a. m.	10:08 a. m.	0.7 "	12:43 a. m.
	8:36 p. m.	11:07 p. m.	2.4 "	11:37 a. m.
20	10:00 a. m.	11:06 a. m.	0.5 "	2:01 a. m.
	8:52 p. m.	11:48 p. m.	3.6 "	12:13 p. m.
21	11:04 a. m.	11:56 a. m.	0.3 "	2:53 a. m.
	9:12 p. m.	—	—	12:48 p. m.
22	12:00 p. m.	12:26 a. m.	4.6 "	3:37 a. m.
	9:36 p. m.	12:40 p. m.	0.2 "	1:20 p. m.
23	—	1:01 a. m.	5.4 "	4:16 a. m.
	10:03 p. m.	—	—	1:22 p. m.
24	—	1:37 a. m.	6.1 "	4:55 a. m.
	10:30 p. m.	—	—	—
25	—	2:12 a. m.	6.4 "	5:33 a. m.
	11:01 p. m.	—	—	—
26	—	2:48 a. m.	6.5 "	6:12 a. m.
	11:35 p. m.	—	—	—
27	—	3:26 a. m.	6.4 "	6:52 a. m.
	—	—	—	—
28	12:10 a. m.	4:07 a. m.	6.0 "	7:32 a. m.
29	12:51 a. m.	4:51 a. m.	5.3 "	8:13 a. m.
30	1:38 a. m.	5:41 a. m.	4.5 "	8:52 a. m.
31	2:40 a. m.	6:38 a. m.	3.4 "	9:30 a. m.

NOTE.—For the aid of navigators by courtesy of the U. S. Coast and Geodetic Survey, the Journal will publish these navigation tables quarterly until further notice.—Ed.

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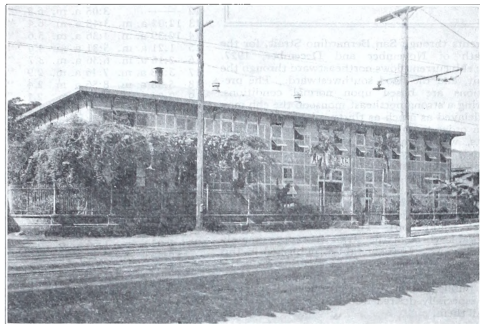


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## A Famous Cigar Factory: El Oriente

One thing that ought to impress itself upon many Americans visiting the Philippines is the comparative antiquity of many of the commercial and industrial establishments here. It is an evidence of the fundamental soundness of conditions, outside the uncertain realm of politics, affecting business. Though it is little more than 100 years since Manila was opened to



foreign business, and foreign business men were permitted to reside in the city, but were forbidden to live in the provinces, some companies still exist which were among the first foreign companies established.

Among the big tobacco companies active in business that began upon the abolition of the governmental monopoly is El Oriente Fabrica de Tabacos, manufacturing in the spacious plant shown here the Perla del Oriente cigars they have been making since 1883.

N. E. Mullen of the People's Bank and Trust Company is the present president; A. Velhagen, vice-president and general manager, is on vaca-

tion; I. Delbourgo, vice-president, resides in Shanghai and supervises the important China trade; J. C. Wunderlich, assistant general manager, is in charge at Manila during the absence of Velhagen. High-grade cigars made by this company are regularly advertised in the *Journal*, readers are referred to this issue. The company operates its own stands at several points in Manila, and while it enjoys a considerable share of the Philippine trade its larger business is overseas, notably in the Far East, and quite largely also in the United States. In the Far East its trademark has been a leading one in the cigar trade for more than 40 years, and today its cigars are widely in demand from Japan to Port Said.

## RECENT SURVEYS IN THE CAGAYAN VALLEY

By Lieut. (j.g.) E. B. ROBERTS  
U. S. Coast & Geodetic Survey



A significant step in the economic development of the Cagayan Valley is the extension of high-class surveys through that region by the U. S. Coast and Geodetic Survey and the Philippine Bureau of Lands. The first survey work of importance was performed by the United States Army, over ten years ago. The result was an extensive reconnaissance map, primarily for military purposes, and as such was of great value, but it lacked the precision and attention to detail required for the administration of the public lands.

All nations recognize the fundamental importance of accurate maps and well established boundary lines between political and private land divisions. It may be said that without these benefits rational and orderly development of natural resources is impossible. The work underway in northern Luzon is in recognition of this principle and constitutes the first step of a far-seeing plan for the welfare of the country.

A system of highly accurate control has been established during the past year under the cooperative effort of the Coast and Geodetic Survey and the Bureau of Lands. This work is called triangulation, and consists of a skeleton work, or frame, upon which all future mapping will be based. By means of it the latitudes and

longitudes of many basic survey stations in strategic locations were accurately determined. This control survey is a necessary preliminary to all comprehensive mapping operations, being analogous to the skeleton of a steel building. It gives strength, form, and accuracy to all future work. An interesting check upon the accuracy of the Cagayan Valley work was afforded when a peak of the Sierra Madre, near Casiguran, was located in geographical position, the same peak being independently located by a Coast and Geodetic Survey party in Casiguran Sound. One determination depended upon a continuous survey extended from Manila via Dagupan, Currimao, and Aparri, thence through the Cagayan Valley, while the other depended upon a chain from Manila to Casiguran via Tayabas Province and Polillo Island, yet the two determinations agreed within some three

meters. The two determinations were made, furthermore, upon the apparent summit of a wooded mountain, without the aid of flag or signal, a truly remarkable result.

To the Cagayan Valley this work is of great importance. It is being followed by cadastral surveys by the Bureau of Lands, without which the ownership of land would ever be doubtful and precarious. The extensive public lands are rapidly being settled and brought into production as a result of the security afforded by monumented and legalized boundaries, and the consequent safeguarding of property rights.

The control survey is important, furthermore, as a foundation for the charting work of the Coast and Geodetic Survey upon the north and east coasts of Luzon, whereby these waters are made safe for water-borne commerce, the very basis of the economic life of this isolated valley.

Another way in which surveys will benefit the Valley, and this the most important of all, is in the possibilities thus opened up for the industrial development of the great timber, mineral, and power resources, as yet untouched. With them will come the building of roads and railways, yet no road can be built, no stream dammed for power or irrigation, nor logging ways established, until the surveyor has finished his work, and the problems thus made known.

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## Dominican Fathers Pinnacle Cagayan With Churches

Great Mission Trail Series: An Interlude

In order to conform to the monthly account of the friar missions in the Philippines to the principal subject of this number, the Cagayan valley, the chapters on the Franciscans are interrupted because it was the Dominicans who were in the valley. Compelled to brevity and desirous of serving the motorist first of all, we merely list the churches the Dominicans built in the valley. Our authority is the *Ensayo* of Fray Valentin Marin y Morales, a professor in Santo Tomas university, written in 1901. It was the brief for the friars presented to the Taft commission. Few churches in the valley are of any great antiquity; it will be seen. Taking Nueva Vizcaya first, from which Cagayan and Isabela were separated, at the time Fray Valentin wrote this province had an area of 4,384 square kilometers and a scanty population of 29,459.

Fray Marcelino Cascos built the church at Diadi with P5,000 of Dominican funds at a date not given. It burned, and another was built in its stead by an unnamed friar; but Fray Juan Villaverde, author of the famous Villaverde trail now largely reconstructed in the new road into the valley, surveyed and built roads from Diadi to the nearest towns.

Bagabag. Built by Fray Remigio del Alamo in 1840. Bridge between Bagabag and Solano by Fray Gimeno in 1833.

Ibung. Wooden church by the Dominicans from their funds in 1875.

Solano. Villaverde made the survey of this town. The monastery was begun in 1861 and completed by Fr. Carrozal in 1869. He also built the 36-meter-wide road connecting with the plaza, but Villaverde the one to Ibung and the masonry culverts and bridges.

Bayombong. The capital. Church with its 28-meter tower by Fr. Ceferno Matines; a Dominican friar also built the irrigation system. "The road is so firmly built that in every season it is possible to leave Bayombong by vehicle."

Bambang. Pagan mission established in 1747. "It has straight wide streets, the work of its first missionary. . . . The largest mission house and church in the province; also a very thick wall 80 meters long evidently built to prevent the Magat river's flooding the town." Dupax. The Dominican friar here built kilns for burning lime and brick, and besides adorning the town with strong buildings, built a bridge with a single arch 8 meters wide and 24 meters long.

Aritao. End of the famous Villaverde trail! Church by Fr. Antolin, but Fr. Mendiola elevated the walls. "Here ends the highway opened by Fr. Villaverde by which one may travel from San Nicolas Pangasinan, to this town in Nueva Vizcaya, 70 kilometers, a tremendous work which the traveler cannot but admire exceedingly, while blessing the great man who achieved it."

Isabela. "In March 1856 the province of Isabela de Luzon was created, separating it from Nueva Vizcaya and Cagayan." Adjacent Pilitan and Abustan missions founded 1598, churches built. Cabagan V, in 1646; old town abandoned in 1877 to form Cabagan Nuevo (the New), but Fr. Gurumeta got the old town's jurisdiction restored. Church, etc., of 17th century burned in 1709. Same by Fr. Diego de la Torre and successors burned in 1867. Present church by Fr. In Alonzo and successors; tribunal by Fr. Antonio Garcia, 1841. Friars traced the streets and Fr. Tomas Alonzo built the road to Tumauni and Tuguegarao "and three bridges on the road to this latter town." Buildings restored during Fr. Segundo Rodriguez' 10-year regime.

C. Nuevo. Founded by Fr. Pedro Ricart in 1877. Observe whether the stone walls of the convento have ever been completed; the revolution interrupted the work of Fr. Deogracias Garcia.

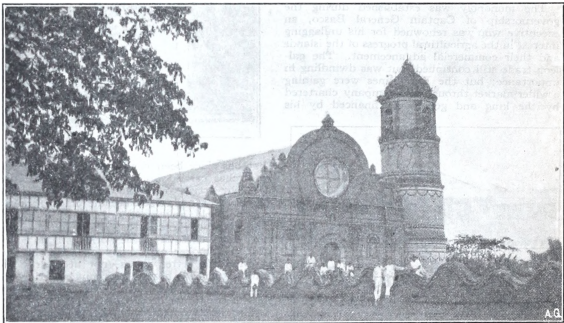
Sta. Maria. Founded in 1879. "The walls of the various buildings: church, convento, tribunal, or municipal building, and schools (always built by the Dominicans in this region) are of cabonegro, or the *Pampango* wall." Tumauni. An old town with one of the valley's finest churches and a 25-meter watchtower. Fr. Manuel Blanco completed the church and Fr. José Brugués the convento.

Ilagan. Capital "and leading town of the province." Fr. Bonifacio Corujedo built the convento in 1881; the revolution stopped work on the permanent church. "There is a beautiful tower of antique construction."

Gamu. "The church and convento are of masonry roofed with zinc, the tribunal and schools are of wood. . . . The warehouse of *la compania* (the Tabacalera company) is very beautiful."

Naguilian. Separated from Gamu in 1896, year of the outbreak of the revolution, which broke off Fr. José Mendez' work on the church. (This point is the head of the Naguilian road into Baguio.)

Reina Mercedes. Masonry church and convento by Fr. Gainza; the convento by Fr. Miguel Garcia uncompleted.



Church, Bell-Watchtower and Cemetery, Tumauni, Isabela

Caauayan. First town established in Isabela, in 1747. Fr. Genaro Perez built the beautiful masonry church and convento, and the sacristy and presbytery of stone and brick. The tower has suffered from earthquakes.

Angadanan. Fr. Tomas Calderón built the church and convento, 1849; and Fr. Manuel Alvarez roofed the latter with zinc out of funds bequeathed by D. Juan Viganó.

Echague. "This beautiful pueblo is situated 6 kilometers from the ancient town of Camarag, where naught remains but the ruins of a church 50 meters long and 12 wide. Fr. Juan Cónas was the first priest at Echague, 1863, but Fr. Buenaventura Campa, appointed in 1886, built kilns, gathered materials and built the tribunal and convento. His successor, Fr. Domingo Campo, continued the work, which the revolution interrupted.

Carig. Founded in 1755. The parish house is notable, 35 by 10 meters, dating from 1860. Ruins of the original mission may be seen. The massive church, 62 by 14 meters interior, "with two sacristies and two towers" begun by Fr. Candela, was never completed—and perhaps has not yet been completed, though its designer had time before the armies came to build the kilns to burn his lime and brick.

Cordón. "So named because it was established to prevent the spread of cholera; under the direction of Fr. Manuel Candela the convento was begun in 1895." Revolution left the work unfinished. The first curate, Fr. Fidel Mata, built the tribunal and schools.

Oscariz. Fr. Eugenio Aguirrezabal was the first curate here, 1896. He laid out the town with streets 12 meters wide and a square 213 meters on each border, the adjoining lots being 50 meters square and planted to coffee, cacao and mangos. Induced and paid by the curate, neighboring Igorots dug the canal supplying the town with mountain water. From a limestone quarry nearby the materials for structures in Cagayan and Angadanan were obtained.

Catalanganes. The ancient mission structures have almost vanished; it is impossible to say what they were. Fr. Juan Zaballa began too late, being appointed in 1897, the work of restoration and reconstruction.

Cagayan. Here we shall have to limit ourselves this month to three principal towns, Tuguegarao, Lalloç and Aparri; but the reader must keep himself reminded, like the motorist, that all the missions, including those in the Batanes and Babuyan groups northward of Aparri, were all Dominican.

Tuguegarao. Capital of Cagayan since 1839; on the plains between the Cagayan and Pina-cacanan rivers. Fr. Antonio Lobato, of Sto. Tomas university, laid out the town "with 25 wide parallel streets crossed at right angles by 25 others of like width." He also "built gigantic kilns for brick and lime" and built the convento

"and the spacious church with but a single nave but the largest church in all the valley." The Ermita, restored by Fr. Deogracias, dates from 1724. The Girls' College, largest and most sumptuous building in the province, is the work of Fr. Dionisio Casas in 1890 and thereafter, from designs by Fr. José Brugués.

Lalloç. Of old a Spanish town, seat of the bishop of Nueva Segovia, but now quite perceptibly gone to seed—one of the many sweet *Auburns* of the Philippines. "The city boasts nothing but some ruins. Over the remains of the ancient convento, Fr. Leon López built the one now standing, of strong materials and zinc roof. The old church and cemetery are of masonry. The town has some good buildings, the tribunal, the schools and a few private residences."

Aparri. "Destined to be one of the leading cities of the Philippines." Church and convento by Fr. Agustín Calvo, "curate of this pueblo for more than 20 years." Fr. José Brugués, succeeding Fr. Agustín, improved the mission and united the church and convento, while Fr. Matumbres "built the bell tower at the expense of the church." Fr. José Brugués "built the bridge over the Gouquan estuary and erected both of the schools."

## The Old Spanish Estanco and the New Tabacalera

Private Enterprise Surpasses Government Monopolies

Tobacco was originally introduced into the Philippines by Spanish missionaries from Mexico in the later years of the 16th century. As the chronicles ordinarily available are no more specific than this, it is left to the reader to surmise that the Jesuits were the missionaries responsible for the introduction of tobacco into these islands; it would most probably be done by the men of this progressive order, so notable, during the 16th and 17th centuries, in the transplanting of useful plants and the extension of world commerce. However, credit may be due one of the friar orders; certainly they all participated in the early cultivation of the plant, and they were users of tobacco while the Jesuits were not.

The growing of tobacco did not become an important industry in the islands until the colonial government made it a governmental monopoly in 1781 and sought to make it one of the leading sources of revenue by which the archipelago was at last to be made self-supporting. It is generally assumed that this monopoly extended over all the Philippines; such an impression, indeed, would be gained from a reading of the school textbooks on the subject, but as a matter of fact the monopoly only applied to Luzon and the remainder of the islands were free to sell either to the monopoly or in the open market.

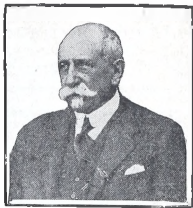
The monopoly was established during the governorship of Captain General Basco, an executive who was renowned for his unflinching interest in the agricultural progress of the islands and their commercial advancement. The galleon trade still continued, but was dwindling in importance; but the Philippines were gaining a wider market through the company chartered by the king and generously financed by his

holdings of its stock, to trade directly with the peninsula via Good Hope and the Indian ocean. (The next great impulse the islands' commerce was to receive was the opening of the Suez canal.)

Both the production and sale of tobacco were embraced in the state monopoly, which continued in force exactly 100 years and ended December 31, 1882. Districts where tobacco might be legally grown on Luzon were specified, the principal ones were the Cagayan valley, and the Pampanga valley in Nueva Ecija.

The number of plants a grower might set out depended upon the size of his family. Curing took place in drying sheds owned by the monopoly and built to its specifications, and the product gained an enviable reputation for quality

The present period is one of transition. The growers cannot justly be blamed very much for their want of enterprise, for the prevailing method of buying tobacco today is based chiefly upon weight, the standard being the Spanish quintal of 46 kilograms, or just over 100 pounds. Competition is so keen among the buyers that they do not take the time necessary to determine the actual grade of the tobacco. They simply



Don Antonio Correa, Director General of Tabacalera, Barcelona



Main Entrance, Tabacalera Factory, Manila

that has since been confirmed by the scientific researches carried out by Oxford—the basis of a recent article on tobacco in the *American Mercury*. Manila cigars became famous throughout the world; as a matter of fact, the standard cigars from the leading factories in Manila today have not their equal in the world; it is no fiction that the smoker may enjoy one after another of Manila's better cigars—not necessarily the more expensive brands—without suffering the least distress. No headache develops, no dryness of the throat or indigestion.

The old monopoly was quite stern as a disciplinarian and it aroused a good deal of resentment among the growers, but it got results in excellence of the product. However, like other practices which were tolerable in their day and time, at last it became obsolete. The abuses to which it gave rise caused an agitation for its dissolution; and then the growers, fearing something worse in its stead, joined with the friars and others to save it; but their repentance was too late, the ban became the law and the monopoly, which gave the local government half its total revenue in 1882, closed shop.

Both Gapan and San Isidro, towns along the Pampanga in southern Nueva Ecija, were important concentration points. A great brick-walled quadrangle in the latter town surrounded the huge sheds where the tobacco was bought, graded and cured; and these sheds, of brick and hardwood, were torn down as late as 1914 and the materials taken away for the building of barrio schools. The monopoly had only been abolished 15 years prior to the American occupation of the islands.

Quite naturally there were features of the monopoly that were repugnant to the growers, especially the regulations respecting the supervision of the growing plants; therefore, when the monopoly was abolished the methods of cultivation underwent a retrogression that was made more marked by the revolution. Growers ignored quality for quantity, good practices in cultivation were generally neglected.

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offer a price for each lot as a whole; uno con otro, it is called, one leaf with another.

However, a number of buyers are now exercising more care as to quality, and paying accordingly. They are independent buyers; for the most part, the buyers for the larger companies still taking the crop in bulk lots. Competition will, in time, very probably redeem the native grower from his own shortcomings. Like the grower of rice or sugar, the Cagayan valley tobacco grower has a propensity for getting into debt and mortgaging his crop, so that he is no longer the master of it, long before it is harvested.

"With the inauguration of freedom of production and sale," says the Census of 1903, "the tobacco industry took on a new impetus, and since 1882 the annual shipments of both leaf and manufactured tobacco have considerably exceeded those of the monopoly period; the number of cigar factories has increased, as well as the number of persons employed in tobacco production and manufacture. There is an enormous home consumption of cigars and cigarettes throughout the archipelago, and this, added to the demands of the export trade, renders the industry one of the most important in the islands."

It need only be added, to bring this comment up to date, that the influences beneficial to the industry have augmented since 1903; the good factories have all improved, new ones are in the field, and the Philippine cigar firm a widening market in the United States, while increased prosperity in the islands adds to the local consumption both of cigars and cigarettes. The government derives a revenue from tobacco of P6,000,000 or more annually, practically three times the value of tobacco exports in any year prior to the American occupation and the acquisition of the American market.

And now something about the Compañía General de Tabacos de Filipinas, the short term for which, as a legislator would say, is Tabacalera. In the Philippines this company had its inception in 1881; two years later the Spanish government abolished the tobacco monopoly and Tabacalera bought from the government the famous factories and brands known as *Meisic*, *Cavite*, and *Malabon*; later the now famous *La Flor de Isabela* was established on calle Marques de Comillas. Starting as they did, as pioneers in the industry, they enjoyed exceptional advantages.

More than a century ago there lived in the city and province of Comillas, Spain, a lad who was the son of a family of rank and honorable traditions that had encountered reverses. It was by no means an uncommon situation among Spanish families at that period. This lad was an adventurous spirit, and when 16 years old made his way to Barcelona and stowed away on a ship bound for Cuba. He had the adventures that he craved, learned the tobacco business in Havana, became wealthy and returned to his homeland. There he was honored with the title of marqués, the Marqués de Comillas, in honor of the city of his birth. He was really the founder of Tabacalera, for the present company has evolved from his estate. His name had been Antonio Lopez and the cigar of that name, one of the most popular brands, was named for him. The third Marqués de Comillas now holds the same rank but the present head of Tabacalera in Barcelona is the Conde de Torroella Montgri. The Comillas family is represented in the Philippines by a nephew, the Conde de Churruarín. He spends most of his time in the Cagayan valley, where he exercises a general supervision of the activities of the company, but he is well known in the cosmopolitan society of Manila. He is a polo player and all-around sportsman, and very popular.

The present attempt of the Tabacalera to grow Sumatra tobacco in Isabela province is not their first attempt by any means. Some forty years ago a Hollander, one Christian Velge, with two other experts, brought over from Sumatra, conducted a series of experiments in the valley. The daughter of Christian Velge is the wife of the manager of the Hacienda San Antonio in Isabela, D. Ignacio Valcarcel. She is a charming

woman, speaks excellent English, and is most hospitable to visitors in the valley.

The activities of Tabacalera are many and diversified. Besides engaging in the cigar and cigarette industry the firm carries on an extensive business in Philippine products such as copra, coconut oil, hemp, rice and sugar. They are the owners of the Central Azucarera de Bais in Oriental Negros, one of the largest and most modern mills in the islands. They also own their own coconut oil mills in Manila and maintain a fleet of interisland vessels. The properties owned by Tabacalera in the most accessible parts of the various islands comprise some 120,000 acres, in the development of which they employ over 20,000 men.

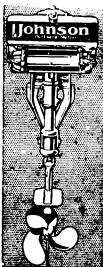
The splendor of the hospitality of Tabacalera was evidenced in the dinner and reception given in honor of Captain de la Puerta and the officers of the Spanish cruiser *Biaz de Lezo* which visited Manila during the first part of October. Don Carlos Ferrandiz is the head of the company's interests in the Philippines, associated with Don Lorenzo Correa, the latter a native also of the city of Comillas in Spain. Don Adrian Got is the secretary of the concern and

is now spending a great deal of time on the Hacienda Luisita in Tarlac, a great estate devoted to sugar and rice principally.

This company has always contributed to the esthetic welfare of the islands. The Tabacalera and Tavera collections were made the foundation of the Philippine Library, which, in Philipiniana, is unsurpassed anywhere in the world; and now, for many years, Father Pastells, S. J., has been engaged at the expense of the company in the official archives of Seville, where he is transcribing the rare manuscripts relative to the Philippines and putting them into a series of volumes it will take several years more to complete.

A trip through the splendid Tabacalera factory, La Flor de Isabela, out on Calle Marques de Comillas, is a revelation to the visitor. It stands in an extensive piece of ground, which might be called a park, on account of the gardens, with their orange and lemon trees, the shaded canals and the beautiful homes of the staff. As in other leading Manila factories, the various rooms where the cigars are made are exceedingly large and spacious, clean and well aired. The

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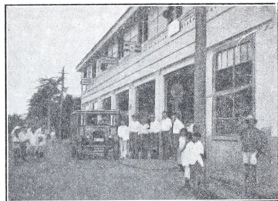
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strict government regulations as to cleanliness and sanitation are augmented by an even stricter vigilance on the part of the company itself. Some 3500 workers are employed and each one is required to wash thoroughly upon arrival at the factory, once again at noon when leaving and again upon returning in the afternoon. Many women are employed and many of them

bring their children, which are taken care of in a spacious nursery. There two nuns conduct classes, even the smallest children are cared for just as they would be at home—or better, perhaps. Each worker must possess an identification card as well as a health certificate. Inspections by both health officials and company doctors are made twice monthly.



Red Line Headquarters, Tuguegarao

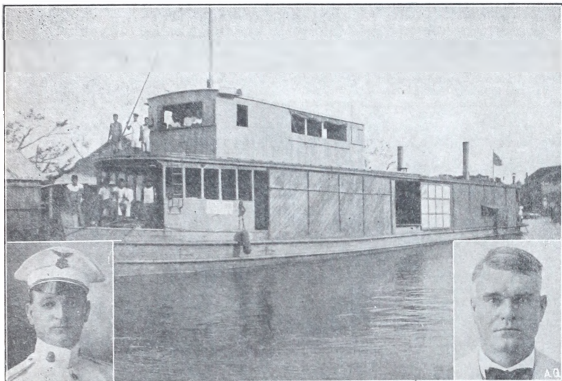
Ed Whitney had come to the islands in the early days with the famous old 16th infantry. They were stationed in the Cagayan valley. Ed had been raised on the Mexican border, spoke Spanish like a don, and had been almost all over the world. Later he had gone into business in the Visayan islands and in Cavite, and had made considerable money. But he kept thinking about the possibilities up in the great tobacco valley. He decided to take a chance.

Whitney, who furnished the capital, and Howard A. Leslie, a husky product of Wisconsin, who had also come over with the 16th U. S. foot, went into a sort of partnership and built two launches, the *Mary* and the *Julia*. They were constructed at one of the navy yards near Manila, and were staunch little craft but did not have much cargo capacity. These two little launches braved the open sea coming around from Manila under their own power. They made money on the river, and another was added, then another. Business kept on increasing, it got too big for its two founders, so at last it was incorporated. Those who took part had all had experience in the valley. "Bill" Kuhlman was one, he had been postmaster for years at Tuguegarao. Also Major James F. Oliver of the constabulary, a North Carolinian who had been provincial commander both in Mountain and Cagayan. He knew conditions thoroughly.

It seems to have been a sort of a constabulary affair, for Major Gordon W. Thompson, another North Carolinian and graduate of the university of that state, resigned from the insular police force and became the Aparri representative of the firm. He is well liked in the valley, is "Tommy", and known as a square-shooter to all the cosmopolitan group that makes up the business community up there. Major Orville M. Johnson of the constabulary was also with the Red Line for a number of years, then put on his shoulder straps again and was made governor of Lanao, down in Moroland.

## American Enterprise in the Valley

Triple-Screw Ships Master the Artery of the Big Valley



"City of Echague" on the Cagayan; Left, Major Thompson; Right, Howard A. Leslie

The launching of a new river motor-vessel at Aparri by the Red Line Transportation company, bringing the total of their fleet up to an even dozen, is another paragraph written in the history of an American company in the great Cagayan valley, a history in which the various chapters should be headed hard work, honesty, economy, grit, fair dealing and cooperation. It is a pleasure to review the history of the Red Line, a story beginning with the operation of two small launches on the Cagayan river, and following down to the present capitalization of P500,000, a commanding position in river and land transportation, a dozen or more important agencies,

mail contracts, electric light and ice plants, and a half-dozen American stockholder-employees busy managing all the diversified interests of the thriving company. It is a story of real American enterprise which has won a handsome competence for its founders, and of which too little is known outside of the valley.

It was really a sort of a speculation that started the Red Line—a soldier of fortune who took a chance—but a whole lot of common sense and good business instinct was back of it.

Edward W. Whitney was responsible.

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Richard C. Thrasher, too, is now with the Red Line. "Dick" has been in the Cagayan way for the Pacific Commercial Company, then held a similar post in Mindanao. He is manager of the various agencies the firm controls. Carl E. Stoops, equally as well known in Manila as in the provinces, is the efficient secretary-treasurer. It's a mighty happy family, this group of pioneers; they pull together in an admirable way and mix congenially with the natives of the valley and the big Spanish colony there.

It has taken a good many years of experimenting to develop the type of craft best suited to their needs. They seem to have found it now, in the flat-bottomed, triple-screw motor boat *City of Echague*, of 300 tons, with a cargo capacity of 1,000 bales of tobacco, which only draws three feet of water when loaded.

The *City of Echague* and her near sister, the *Tuguegarao*, a twin-screw motor boat of 35 tons, combine maximum cargo capacity with a minimum of expense consistent with staunchness of build. They are carrying cargo for 50% of what it costs the big tobacco companies who have tried to run their own transportation and all those firms but one are now Red Line patrons. They also have a fine useful fleet of fast launches, combined freight and passenger craft that are very popular on the river, as well as a flock of sailing boats and tenders.

It's no insecure, navigating this stream. This great Cagayan river is a bad actor—310 kilometers of trouble between Aparri and Cauayan, the company's terminus. Less than three feet of water in the dry season, twenty feet and swift as a mill race during floods; constantly changing its channel, sandbars always shifting, to say nothing of its herds of hungry crocodiles. But the Red Line is negotiating it daily and pleasing the public; they have no such word as *mañana* in their vocabulary. They one time moved 30,000 bales of tobacco in five months, besides an equal amount of up-river commercial freight. They carry a bale of tobacco from Cauayan to Aparri and put it aboard steamer for P1.60. It costs at least double that for the tobacco companies to move it themselves.

The competition of the Red Line, with its fast boats and excellent service, has been a severe blow to the sail-and-man-power *barangays* and *virays* that for centuries have carried cargo up and down the river.

The Red Line was incorporated in 1919 with a capital of P500,000. The stock is held principally by the Americans mentioned above, but Spaniards, Filipinos and Chinese *Good Luck* are also stockholders. From 1917 and *Bad*

to 1921 were golden years, then came the slump. But they carried on, and things are now rosy again. In 1921 they built a P100,000 electric light and ice plant in Tuguegarao, a model of its kind. They have made a fine record with it, too, for since beginning operations six years ago they have only failed to give service one full night and for four hours on two other occasions. That one night was October 2, 1924, when a typhoon hit the valley with a wind velocity of 120 miles an hour and a barometric pressure down to 719. It wrecked the wiring system of the town and sunk seven of the company's boats. Within three days they had one of the boats running, and all of them in operation in less than four months. But it cost a heap of money and hard work.

Several years ago the Red Line added a fleet of big-six motor cars for the public's use, and a lot of 24-passenger buses for mail and passengers. These ply between Aparri and Tuguegarao, 104 kilometers, then on through Ilagan to Cauayan, 101 kilometers more. Not all first-class roads, as yet, but the district engineer, Manuel Diaz, is rushing the work along so fast that his appropriations will permit. It is a wonderful thing for the people of the valley, this auto road from Aparri clear into Manila.

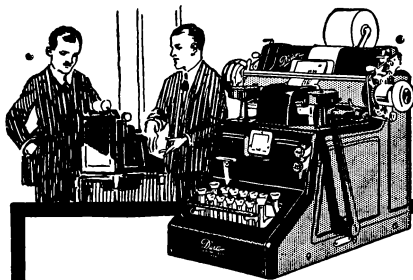
The Red Line has had the mail contracts for the past five years. That's an interesting part of the story, because of the fine cooperation between the contractors and the bureau of posts. They have the kindest of words for José Topacio, the director, and for Guevarra, the mail superintendent, and Prudencio, the district inspector.

These men have all been most helpful and courteous about changing mail schedules and so forth in case of emergency, say the Red Line officials, and that their cooperation has always been 100% and all relations happy and cordial. On the other hand, the Red Line has done a little more than its share; their contract calls for twice-a-week service, and they are carrying the mail daily, seven days a week, without extra cost. It is a great benefit to the provinces served, this daily mail. Governor Proceso Sebastian and Representatives Formoso and Guzman have complimented them for it many times. One sees from this one little thing the reason for the popularity of the Red Line and its officials in the big valley.

Because of its good organization and dependable transportation system the Red Line is a logical agent for big business firms of Manila and elsewhere. It enjoys some excellent agencies. It is both a valuable tributator and the sales agency for an American oil company, also for the islands' only, but justly popular, brewery. Auto

agencies are of course in the list, and tires and accessories. The Red Line are general and fiscal agents for a leading Manila cigar and cigarette company; they also handle freight for the Philippine government. Where roads develop, the grocery business grows; last year the company's wholesale grocery business was above P150,000 in gross sales.

Among the assets of the company are several real estate tracts in Aparri, and on one of these sites a shipyard is being established. The central plant in Tuguegarao valued at P175,000 houses the offices, garage, electric and ice plants and the machine shops. It is up to the minute in appearance and equipment; something like 100 employees are on the payrolls at this plant, and the labor turnover is very low, good wages and good treatment keeping the men contented. There is a moral to be drawn from the history of such companies in the islands; it is that rewards come in a large way to those who in a large way try to deserve them.



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### REVIEW OF THE HEMP MARKET

By T. H. SMITH

Vice-President and General Manager,  
Macloed & Company



This report covers the markets for Manila Hemp for the month of October, 1927, with statistics up to and including October 31st, 1927.

**U. S. Grades:** New York opened quiet with very little demand and sellers rather anxious to make progress at D, 17-1, 2 cents; E, 16-3, 4 cents; F, 15-3, 4 cents; G, 9-1, 2 cents;

I, 14-3 8 cents; J1, 11-1 2 cents; S1, 15-5 8 cents; S2, 13-7 8 cents. A drooping tendency early in the month caused prices to fall away to D, 17 cents; E, 16-1 2 cents; F, 15-5 8 cents; G, 9-1 2 cents; I, 14-1 4 cents; J1, 11-1 2 cents; S1, 15-1 2 cents; S2, 13 3 4 cents and but little business was transacted on the decline. Mid October showed a slight improvement in nominal prices ruling on D and E grades to 17 3 8 cents and 16-3 4 cents respectively but general tone was very quiet. The latter two weeks of October reflected a dull market with only occasional sales and values at the close were nominally 1 4 cent down with buyers still quite apathetic in their attitude. The decreased consumption of Manila Hemp this year is reflected in the heavy decrease in quantity shipped to U. S. to 31st October, 1927, as compared to a similar period in 1926.

Manila market for U. S. grades opened quiet in tone but free parcels coming on the Market were readily absorbed by export houses at E, P38.4 to P38; F, P37 to P36.4; G, P21 to P20.6; H, P20 to P19.6; I, P33; J1, P26 to P25.6; S1, P36 to P35.4; S2, P32; S3, P26 to P25.6. The tone ruled quiet but steady in spite of

depressing news from U. S. market and by the middle of the month parcels were still changing hands at D, P40.4; E, P38; F, P36.6; G, P20.6; H, P20; I, P32.6; J1, P25.6; S1, P35.6; S2, P32; S3, P25.6. Round about these prices dealers contracted for moderate quantities for future arrival. At the end of October the dull tone in U. S. began to be reflected in Manila, export houses lowering prices more in line with nominal values ruling in New York and market closed with buyers indicating D, P39; E, P37.4; F, P36; G, P20; H, P19.2; I, P32; J1, P25; S1, P35; S2, P31, S3, P25, but at these prices dealers showed no special anxiety to do any business.

There has been but little demand on fine grade hemp throughout the month and prices on B and C grades have declined some P2 to P3 per picul. Desirable quality is still, however, scarce.

**U. K. Grades:** The London market ruled quiet at the opening but values were steadily maintained J2, L42.10; K, L41; L1, L40; L2, L39; M1, L39; M2, L36.10; DL, L36.5; DM, L31.10 Oct. Dec. shipment. Market in the second week turned dull with sellers J2, L42.10; K, L40.10; L1, L39; L2, L38; M1, L38; M2, L35.10; DL, L35.10, Oct.-Dec. shipment with grades in more distant positions offering at 10 - discount on these prices. Mid October reflected a steady market but not much doing, a decline then setting in on which a fair amount of business took place until the market touched J2, L41.10; K, L39; L1, L38; L2, L37; M1, L37; M2, L34.10 Oct.-Dec. shipment with, however, few sellers thereat, export houses holding for higher prices. A steadier tone set in during the last week of the month with values improving to around J2, L43; K, L40; L1, L38.15; L2, L37.10; M1, L37.10; M2, L34.10; DL, L34.10. Quite a fair volume of business was transacted in U. K. during the month, consumers evidently taking full advantage of the lack of support to the Manila market from Japanese sources.

Manila market for U. K. grades opened with values J2, P20.2; K, P19.4; L1, P18.6; L2, P18.2; M1, P18; M2, P16.4; DL, P16; DM,

P13.4. Arrivals of U. K. grades were none too plentiful in Manila and mid October parcels arriving were changing hands at J2, P20.4; K, P19.4; L1, P19; L2, P18.2; M1, P18; M2, P16.4 with marks from certain districts commanding 2 reales more on some grades. Prices continued steady until the last week of the month when export houses were showing rather less inclination to buy and values closed J2, P19.4; K, P18.4; L1, P18; L2, P17.4; M1, P17.2; M2, P15.6; DL, P15; DM, P13; there being buyers at these prices but no sellers.

**Freight Rates** remain without change. **Statistics:** We give below figures for period extending from October 4th to October 31st, 1927:

	1927	1926
Stocks on January 1st.....	112,382	153,181
Receipts to October 31st.....	1,082,166	1,074,485
Stocks on October 31st.....	177,246	154,845

#### Shipments

To the—	To Oct. 31, 1927		To Nov. 1, 1926	
	Bales	Bales	Bales	Bales
United Kingdom.....	270,959	220,917		
Continent of Europe.....	122,728	148,610		
Atlantic U. S.....	228,033	288,933		
U. S. via Pacific.....	101,658	142,264		
Japan.....	208,062	199,483		
Elsewhere and Local.....	85,862	72,614		
	1,017,302		1,072,821	

### BUTLER FOSTERS FARM SCHOOLS

The school system of the Cagayan Valley deserves especial mention, not only for its excellence in academic work but because agricultural schools are stressed. This being primarily a farming region, John Manning Butler, division school superintendent of both Cagayan and Isabela provinces, realized from the first the importance of farm schools and has built up a splendid system of them. Practical work, all of it, with the farm schools nearly all self-supporting. No frills, just hard work and study.



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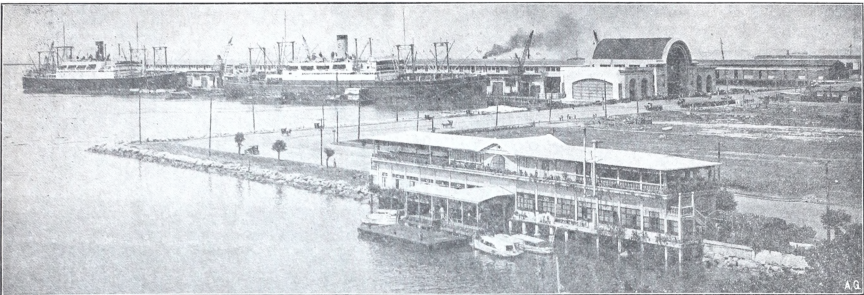
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### SHIPPING REVIEW: OCTOBER

By H. M. CAVENDER

General Agent, Dollar Steamship Line Co.



During the period since our last report Insular exports have slightly increased in most all directions. Space from outports to ports on the Pacific coast has been really scarce, with prospects of a continued scramble for tonnage. To other parts there was excessive tonnage on the berth to lift all cargo offering.

Rates remain firm in all directions, with no changes of any consequence or significance.

Owners with vessels trading to United States Atlantic and Gulf ports are looking forward with some eagerness to the sugar export season and the satisfactory movement, commencing around the middle of November, that goes with it.

Steering traffic to the Hawaii during the period in discussion far exceeded the combined traffic to other parts and to owners was considered very satisfactory with all available transportation taken up.

Regular lines report advance first class bookings as coming in satisfactorily as far forward as six months. This indicates there will be the usual heavy east-bound movement during the first five months of the new year.

During October a total of 1642 passengers, all classes, are reported to have departed from the Philippines (first figure represents cabin passengers, second figure steerage): To China and Japan 223-359; to Honolulu 3-871; to Pacific coast 77-82; to Singapore 16-5; to Europe and miscellaneous ports 6-0. Filipino emigration during the month decreased slightly while that to the Pacific coast decreased materially. The comparison shows: Honolulu September 886—October 871; Pacific coast, September 130—October 82.

From statistics compiled by the Associated Steamship Lines there were exported from the Philippines during the month of September, 1927: To China and Japan ports 8,574 tons with a total of 46 sailings, of which 5,823 tons were carried in American bottoms with 16 sailings; to Pacific coast for local delivery 24,889 tons with 12 sailings, of which 22,531 tons were carried in American bottoms with 10 sailings; to Pacific coast for transshipment 2,627 tons with 9 sailings, of which 2,587 tons were carried in American bottoms with 8 sailings; to Atlantic coast 33,282 tons with 17 sailings of which 15,142 tons were carried in American bottoms with 6 sailings; to European ports 23,188 tons with 22 sailings, of which 388 tons were carried in American bottoms with 4 sailings; to Australia

ports 2,454 tons with 6 sailings, of which American bottoms carried none; or a grand total of 95,014 tons with 112 sailings, of which American bottoms carried 46,471 tons with 44 sailings.

Transfer of all Shipping Board tankers, operated for many years by Struthers and Barry, to direct operation of the Merchant Fleet Corporation was recently accomplished. The ships involved are the *Dilworth*, *Stockton*, *Salena*, and *Meton*.

In way of explanation of this new move, looking to direct Fleet Corporation operation, it has been announced that as these tankers are operated solely for Government cargo to replenish various Government owned bunkering stations in different parts of the World and as auxiliaries to the United States Navy's tanker fleet, the Shipping Board deemed it efficient and economical to operate the vessels direct.

The United States Shipping Board announces that the American Pioneer Line, formerly operated by the Atlantic, Gulf and Oriental Steamship Co., New York, has been reorganized into two separate units, the *American Pioneer Line, Atlantic Division*, and the *American Pioneer Line, Gulf Division*, operated by the Roosevelt Steamship Line, Inc., and Tampa Inter-Ocean Steamship Company, respectively. The Admiral Oriental Line, for many years Far Eastern General Agents for the American Pioneer Line, will remain in charge of both services as heretofore.

Following this reallocation, Vic. J. Freeze resigned as Traffic Manager of the Shipping Board, New York Office, to become manager of the Roosevelt Line, effective October 1. G. B. Moore, now Traffic Manager in Europe, will succeed Mr. Freeze.

Leading the American nation as a silk port, Seattle continues to hold its position, principally because it is on the quickest route between producer and consumer. Figures just released for the first five months of the year show that Seattle imported more than twice as much raw silk as did San Francisco, and three times as much as New York. In 1926, 17,662 tons of raw silk, valued at approximately \$200,000,000, were moved over Seattle docks and sent by fast train to the mills centered in New Jersey.

More than one billion dollars worth of silk products will be manufactured in the United States this year, and all but 21 of the 1,369 establishments manufacturing silk in the United States are in New England, which also distributes 96 per cent of the silk products.

The Robert Dollar company, general agents at Manila for the Dollar Steamship Line and American Mail Line, announces that effective with the s. s. *President Polk* Voyage 11, arriving at Manila, November 22, Round-the-World passenger liners arrive in Manila every other Tuesday and sail 2:00 p. m. Wednesday, the following day. Effective with the s. s. *President Madison* Voyage 9, arriving at Manila from Seattle December 1, all Trans-Pacific passenger liners en route to San Francisco and Los Angeles will sail from Manila at 5:00 p. m. on Saturday, instead of Friday as heretofore.

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K. YABUKI

Manager

PHONE 1759—MANAGER

PHONE 1758—GENERAL OFFICE



## SHIPPING PERSONALS

O. G. Steen, general manager for The Robert Dollar Co., returned to the Orient recently, stopping off a few weeks in Japan before proceeding to Shanghai where his offices are located. Mr. Steen, accompanied by Mrs. Steen and infant son, was met in Yokohama by Mr. Don Tining, traffic department The Robert Dollar Co., also located at Shanghai.

Benj. Y. Martin, recently appointed agent for the United States Shipping Board at Shanghai to succeed W. I. Eisler, resigned, it is reported will not occupy the post, it being generally understood that Mr. Martin will remain in the United States in a position more satisfactory to him. No further announcement as to who will receive the Shanghai appointment has been made.

E. C. Bogle, assistant comptroller for The Robert Dollar Co., passed through Manila the latter part of October en route to Shanghai from Singapore.

C. C. Black, Oriental manager for the Prince Line with headquarters at Hongkong, was a visitor in Manila the last few days of October. Mr. Black is well known in the Philippines, having held the position of manager in the shipping department of W. F. Stevenson & Co. for several years.

W. L. Applegate, President, Luzon Stevedoring Co., and leading the well known Manila Terminal Co., returned to Manila October 18 after an absence of several weeks to Australia. "Bill" was away in the interest of his health.

D. W. Murphy, of the Shanghai firm of Surveyors Eisler, Reeves and Murphy, arrived in Manila, October 27, aboard the American Mail Line steamer *President McKinley* and departed three days later by the same liner. Mr. Murphy was on a combined pleasure and business trip.

"Cap" Paul Ericksen, of the firm of surveyors, Morton and Ericksen, is scheduled to return to his post aboard the American Mail Line steamer *President Grant* due in Manila November 10. "Cap" has been away about eight months on a well earned holiday extended to the United States and Europe.

## P20,000,000 BUSINESS POINT STILL POORLY EQUIPPED

Almost one kilometer of the new sea-wall at Aparri has been completed. The new wall is of concrete, is admirably designed to prevent further encroachment of the sea, and the section already finished is sufficient to protect the main portion of the city. The bar at the mouth of the Cagayan river still remains a serious problem.

Not only that, but the channel nearest the business section of the town is filling up and the interisland ships are now required to anchor near the west bank, nearly a kilometer from their unloading points. A small dredge is at work but makes little headway against the shifting sands of the river. An increased appropriation is greatly needed for this work, as the total of the imports and exports from this port is nearly P20,000,000 annually.

Rebuilding of the three blocks of the business district burned in a million peso fire early in September is rapidly progressing and the government has allotted P30,000 for the building of a new city hall to replace the one burned. The business men of Aparri have displayed an admirable spirit following their misfortune, especially in view of the fact that but a small proportion of the loss was covered by insurance, according to official reports.

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ALTERNATE FRIDAYS

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*President Hayes* - - - Nov. 11  
*President Polk* - - - Nov. 25  
*President Adams* - - - Dec. 9  
*President Garfield* - - - Dec. 23  
*President Harrison* - - - Jan. 6  
*President Monroe* - - - Jan. 20

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## Eight Million Internal Revenue From Tobacco



JUAN POSADAS, JR.

Here at the left is the excise man, Juan Posada, jr., collector of internal revenue for the insular government. Governor Gilmore has found that the government has an income of 72 millions and has based a budget (approved in some form here this shall be in print) on that 10 per cent average. Posadas, the courteous but persistent excise man, drags in about

54 millions of this; or it may be 56, since in 1925 it was exactly P\$3,499,189; and it made 56 now, for a convenient multiple of eight and easy memorizing, then as a total it is 7 pesos in 9 of the whole insular revenues. In 1925, when it was so nearly 54 millions, the part from tobacco was above 8 millions; so that, as the ratio no doubt continues, the tobacco industry is a great inevitable tax source furnishing the excise man 1 peso in 7 on his total collections and the government 1 peso in 9.

That's going some, maybe, but it is only jogging along when compared with the revenue the islands are bound to have out of this great industry with its further expansion and improvement. Two factors alone indicate this: among luxuries tobacco is preeminently one that will bear heavy taxation, and the place Philippine tobacco should honestly have in the world's esteem is bound soon to be conquered for it. Against these two advantages there are no disadvantages that seem not to be easily surmountable. See how the industry is out to the exchequer. In 1925, P\$3,495 from manufactured tobacco, P\$291,975 from cigars, and P\$5,772,026 from cigarettes—all in the domestic trade and leaving out imported products. (The other sources will not be classified here; the collector's reports may be referred to by anyone interested.) But then there is a fund, now approaching a million a year, from internal

revenue collected in the United States upon Philippine cigars and cigarettes sold there, this fund being returned to the insular government by way of credit set up in New York.

And then there is the prosperity in this field of the American tobacco manufacturing industry represented principally by Liggett and Myers. This began in 1911 and has been hurdling along at a great rate ever since. No cigars come into

the islands from America, of course, but cigarettes, smoking tobacco and chewing tobacco from America are increasingly popular. *Vide:* In 1911, the revenue from imported tobacco manufactures was but P\$4,000, while in 1925 it was P\$811,164. That's slipping along, surely; and that perhaps tells the story sufficiently well. If not, then take this year's August importations, P\$448,306, and compare them with September's, P\$602,764; and then compare September's this year with September's last year, which were but P\$274,873. Nor can it be said that the demand is lessened for domestic cigarettes—which are the big item in the imports—since the government's revenue from them in 1924 was P\$5,547,557, and in 1925 (the 1926 report is still with the printer), P\$7,772,026.

Ponder what the tobacco industry will yield in revenue when it is more substantially on its feet, an erect and manful position it is gradually assuming. Why not two monuments, one to Leonard Wood as the father of the Cagayan Valley road, and one to Father Villaverde, who originally opened the pass and made the Villaverde trail? These would be honors due, but monuments after all collect moss and are corrupted by time. Something better by way of a memorial might be found for these men; and

it might be an endowed tobacco institute established in the heart of the valley and independent of Manila—with a competent staff headed by a recognized expert and adequately paid. So little, from the whole tobacco revenue in a single year, would do that; and thereafter the gains would be steady.

Posadas speaks in his report covering the internal revenue bureau's activities during 20 years, of a purpose to advertise Manila cigars more effectively than has been done in the past. From the special levy there's a goodly fund for advertising, and he believes, as do leading manu-



Group of Javanese on the San Antonio Hacienda, Isabela

facturers, that better planned advertising should be undertaken. He also alludes to the Langhorne committee's work, which resulted in six inspectors being stationed in the valley to aid the farmers, while the commerce and industry bureau opened some cooperative marketing stations. Experimental farms are maintained from 30% of the tobacco inspection fund, the total of that fund in 1925 was P\$161,865. "The funds are not enough," says collector Posadas, "it is therefore necessary that more means should be made available."

The industry depends principally upon the extent to which the government is able to carry out the promotion work."

### JOHANN LOHMANN RETIRES



Johann Lohmann, biggest of all the independent tobacco buyers in the Cagayan valley, has retired from active business. He sailed from Manila on the German liner *Coblenz* October 26, bound for his home town of Hanover, where his brother resides. Nearly sixty he is still hale and hearty; 33 years in the saddle up in the valley have given

him a splendid constitution. It is an eventful life he has lived, for he was in the Cagayan valley all the years of the Filipino revolution against Spain, then through the years of the revolt against America. He was wounded in fights with bands of outlaws—shot through the breast, the bullet going out through his back. His business interests are large. He buys mostly for export, partly to the United States, a good deal to Holland, some to Australia; none to Spain, the *Tobacalera* handles all that.

He has turned his business in the valley over to Hermann Weber, the son of his former business partner in Tuguegarao. In fact Weber senior was the founder of the business up there, afterwards selling out to Lohmann. It was the Webers who, 33 years ago, built the beautiful big house in Tuguegarao where Lohmann has lived for years, where Hermann Weber and his family now live. Bunning and Company of Manila have taken over part of the Lohmann's

interests; they are tobacco exporters on a large scale. Although Johann Lohmann says he is going to Germany with the expectation of remaining there, his intimate friends are wagering that he will return again to the Philippines and to the valley—and the lure of the East. The war struck Lohmann hard, of course, the misfortune involved in deportation was his in full measure; but he came back when he could, and made a new fortune where he had lost the old one.

### NEW HOUSE ORGAN

The Insular Life Assurance Company, Ltd., has begun issuing a house organ to keep the Manila office in closer touch with the field. The annual report of this local company for 1926 shows assets at the close of that year of P\$9,027,374, and P\$123,373 in 1911, a year after it began business. Alejandro Livioko has resigned the management of the Cebu branch of the Philippine National Bank and accepted the position of district agent in Cebu with the Insular Life company.

John Gunther's second article on Sweden, which gave way in this issue to the material on the Cagayan valley and the tobacco industry, will appear in the December issue.



Typical Harvesting Scene in Isabela (Bureau of Agriculture Photo)

## COPRA AND ITS PRODUCTS

By E. A. SEIDENSPINNER

Vice-President and Manager, Copra Milling Corporation



The October market for copra opened weak with little change up to the middle of the month. Firm reports from London and the Continent caused advancing prices toward the end of the month and a net improvement of P.25 to P.50 per picul for resacada copra was recorded. The improved London market likewise had its

effect on U. S. prices, but on the whole American buyers were disinclined to follow London bids to any great extent. Total arrivals of copra at Manila for the month of October were 333,506 sacks as compared with 318,456 sacks for the same month of 1926. Latest cable advices follow: San Francisco—Buyers—\$05-3 16 to \$05-1 4; London—Cebu—£27 5 0; F.M.M.—£26 17 6; Manila—Resacada—P12.50 to P12.75.

## COCONUT OIL

There were bright spots in the U. S. coconut oil market during October caused in the main by Continental support and assisted by slightly bullish Government reports on the cotton crop, showing an estimate of 12,687,500 bales. Notwithstanding cottonseed oil has declined considerably during the month. From an early level of 8-1 8 cents f.o.b. tank, the west coast coconut oil market climbed to 8-1 2 cents f.o.b. tank cars for scattered lots. However there was no snap to this business and we have no record of volume sales at the latter figure. Latest quotations follow: San Francisco—\$08-1 4 to \$08-3 8 f.o.b. tank cars; New York \$08-1 2 c.i.f.; London—£40; Manila—P36-1 2 per kilo.

## COPRA CAKE

There was considerable activity to the Hamburg market for copra cake during the month of October, and with little selling pressure, the market advanced to \$9 for prompt shipment. At these levels resellers began to dump their holdings and prices declined to £8,13 0. At this writing there is little interest displayed for positions other than November-December-January shipment and futures are entirely neglected. Some improvement was also noticed in the U. S. market for copra cake during the October period and sales as high as \$36.50 for meat were advised. However, this was temporary and the market is now quoted nominal at \$34.00. Latest cables follow: San Francisco—\$34.00; Hamburg—£8 13 0 Nov.-Dec.-Jan. shipment; Manila—Buyers—P58.00 to P59.00; Sellers—P60.00.

## GOVERNMENT'S HIDDEN TOLL TAX

The somewhat rapid conversion of transportation in the Philippines from animal-drawn to motor vehicles makes of the excise levies upon gasoline and lubricating oils a sort of concealed toll tax, the outstanding mitigation being that the levies are collected at the customhouse. Gasoline pays 4 centavos per liter and lubricating oil 3 centavos, the centavo being 1/2 cent gold. These rates resulted last year in the collection of P1,700,000 for the road and bridge funds of the government, while this year up to September 30 the collections amounted to P2,036,188. The first sum, P1,700,000, was allotted early this year:

Abra.....	P 20,562	Leyte.....	P 44,494
Agusan.....	12,217	Manila.....	39,882
Albay.....	32,969	Marinduque.....	15,005
Antique.....	25,570	Masbate.....	14,015

Bataan.....	14,435	Mindoro.....	15,321
Batanes.....	8,973	Misamis.....	30,102
Batangas.....	48,897	Mountain.....	25,725
Bohol.....	38,732	Nueva Ecija.....	81,967
Bukidnon.....	14,828	Nue Vizcaya.....	14,033
Bulakan.....	182,347	Occ. Negros.....	46,418
Cañayan.....	25,845	Or. Negros.....	28,367
Cam Norte.....	12,924	Palawan.....	11,392
Cam Sur.....	27,339	Pampanga.....	32,660
Capiz.....	33,466	Pangasinan.....	58,495
Cavite.....	36,718	Rizal.....	110,186
Cebu.....	71,856	Romblon.....	13,444
Cotabato.....	13,527	Samar.....	31,816
Davao.....	42,195	Sorsogon.....	24,573
Ilokos Norte.....	26,071	Sulu.....	16,655
Ilokos Sur.....	28,173	Surigao.....	17,102
Iloilo.....	45,072	Tarlac.....	24,271
Isabela.....	20,773	Tayabas.....	51,455
Laguna.....	62,251	Zambales.....	16,669
Lanao.....	15,586	Zamboanga.....	21,578
La Union.....	23,088		

Well, it isn't the most scientific distribution that could be made: the law submitted by the executive department two years ago was pork-barrelled a good deal before the legislature approved it: 25% goes to the provinces severally, 25% in proportion to their respective cedula sales, 25% in proportion to their respective totals of first and second class roads, and 25% is allotted at executive discretion. Last year the collections ran P141,666 per month and this year to the end of September they ran P226,243 per month or nearly 60% over last year. The provinces chiefly concerned in this issue of the JOURNAL are indicated by italics. Nueva Ecija, Nueva Vizcaya, Isabela and Cagayan received a total of P152,618 from the gasoline tax 1926. A redeeming feature of the law is the authority vested in the executive branch to allot 25% at its discretion. The allotment to Davao is an example of how this provision may be made to favor a new region.

## The Manila Railroad Company

### Announces

the opening of its Downtown office at Nos. 517-519 Calle Dasmariñas for the better accommodation of its patrons.

The Office is equipped to handle C.O.D. and outbound EXPRESS shipments not exceeding 50 kilos in weight per package, also outbound baggage, to sell tickets for any regular train, to accept bookings for Baguio Trains, to answer calls for EXPRESS DELIVERY and PICK-UP SERVICE and quote freight rates upon application.

Inbound Express shipments not exceeding 50 kilos in weight per package when addressed to this Office upon specific request of Shippers will also be handled subject to further instructions of owners.

No perishable articles will be accepted for shipment or delivery through the Dasmariñas Office.

Telephone number of the office is 2-31-83

## Manila Railroad Company

## OCTOBER SUGAR REVIEW

By GEORGE H. FAIRCHILD



**New York Market:**—The American sugar market for the month under review was dull and uninteresting. Despite the passage by the Cuban Congress of the crop restriction law the market for the first half of the month was depressed, prices declining from 2-31/32 cents c. and f. (4.74 cents l. t.) to 2-3/4 cents c. and f. (4.52

cents l. t.). Apparently the first estimate of the European beet crop issued by F. O. Licht on September 30, 1927, showing an increase of 1,270,888 tons over the previous crop had an adverse effect upon the New York market. Later rumors, however, to the effect that the milling of the Cuban crop would not commence until the 15th of January, coupled with the news that 150,000 tons of the sugar stocks in Cuba would be withdrawn, strengthened the market and, on the 13th, prices rose to 2-15/16 cents c. and f. (4.71 cents l. t.) at which price some 14,000 tons of Cubas were sold. On the same date it was reported that the United Kingdom bought 150,000 tons of Cubas for the October-November-December shipment at a price of 2.34 cents Cuba equivalent to 2-1/2 cents c. and f. New York (4.20 cents l. t.), and this was expected to have a steadying effect on the New York market, but on the contrary the market, thereafter, was dull throughout the latter half of the month and prices sagged to 2-7/8 cents c. and f. (4.65 cents l. t.).

The Cuban crop restriction law referred to above covers the next six Cuban sugar crops commencing with the present crop. Accordingly the Cuban President is authorized to create a commission of five persons to study the sugar situation and advise him with regard to the necessity of restriction in the size of the crop or otherwise; provides penalties for exceeding the amount fixed by restriction upon each mill; authorizes the organization of a Corporation to handle the selling of the surplus production, other than that amount exported to the United States, and permits him to aggregate 150,000 tons of sugar, then in warehouse or mills of the Island, to the exporting Corporation, for disposal as the Corporation sees fit. The Cuban President is also authorized to dictate the manner in which this law is to be executed for the defense of the sugar industry in Cuba, and fixes penalties for the violation of any of the precepts of the law, also provides that the Cuban President shall fix the amount of the crop for the ensuing year.

That the Cuban restriction law had not had the effect expected upon the market is quite understandable. The Cuban President has yet to appoint a commission and this commission is to advise him as to the size of the Cuban crop which can be disposed of in the United States and abroad, then the President will use his judgment and his power in fixing the next Cuban crop accordingly.

If recent rumors as to the increase in this year's crop in Europe, Java and the United States are true, whatever effect the proposed Cuban crop restriction law may have upon the sugar market will have to be discounted, since the estimates for the 1927-1928 crop in Europe, Java and the United States show an increase of 1,784,694 tons over the previous crop, details of which follow:

	1927-28 Crop	1926-27 Final Output	Increase over Previous Crop
Europe.....	8,101,000	6,836,112	1,270,888
Java.....	2,350,000	1,959,948	390,052
United States.....	925,000	801,246	123,754
Total.....	11,376,000	9,591,306	1,784,694

Latest advices received from New York show a further increase of 105,000 tons in the European beet crop over the previous estimate referred to above, making this year's crop 1,375,885 tons more than that of the 1926-1927.

Stocks in the U. K., U. S. and European statistical countries for the month under review are 1,214,000 tons as compared with 1,290,000 tons at the same time in 1926 and 1,021,000 tons in 1925.

**Philippine Sales.**—Sales of Philippine centrifugals in the Atlantic Coast, afloats, near arrivals and for future deliveries, for the month under review aggregated 28,000 tons at prices ranging from 4.58 cents to 4.71 cents landed terms duty paid. This brings a total sales to-date in the United States of 484,000 tons, of which 429,000 tons were sold in the Atlantic Coast and 55,000 tons in the Pacific Coast.

**Futures.**—Fluctuations of the quotations on the New York Exchange are as follows:

	High	Low	Latest
December.....	2 97	2 83	2 88
January.....	2 98	2 85	2 91
March.....	2 98	2 78	2 79
May.....	2 97	2 86	2 87
July.....	3 05	2 93	2 93
September.....	3 13	3 00	3 00

**Local Market.**—The local market for centrifugals was practically quiet during the month under review. Prices obtained for the insignificant trading made during the month ranged from \$11.00 to \$11.75. The local market for muscovados was also quiet with insignificant transactions. According to reliable figures approximately 150 tons of muscovados of the 1926-1927 crop are still available for trading and the Chinese holders of these supplies are asking \$8.25 per picul on the basis of No. 1. From reliable information the local market for centrifugals for the past season made an up-to-date trading of approximately 100,000 tons at an average price of \$11.75 per picul, which is very satisfactory compared with the average prices obtained for the previous season's crop.

**Philippine Crop Prospects.**—While the cane in some districts has suffered from excessive rains, on the whole it appears normal and a crop similar in proportion as that of the previous season is expected. The milling season of the 1927-1928 crop has already started in Negros and, as usual, Central Bearin at Kabankalan was the first to begin grinding having commenced operations on October 1. It was followed two days later by Central Palma and Central San Isidro, also in Negros. The Hawaiian-Philippine Co., Central Astoria, began grinding on October 14, the Bacolod Central at Bacolod on the 24th, while the other large Centrals in the region will start the campaign not later than the middle of November.

Central Asturias on Panay and Mindoro Central on Mindoro have also begun milling operations.

The Centrals on Luzon begin grinding a month later than those on Negros, the Pampang Sugar Mills starting on the 3rd of November and Calamba Sugar Estate on the 15th.

The 1926-1927 crop exports of the Philippines from January 1, 1917, to October 31, 1927, according to official and reliable figures, aggregated 481,209 tons, details of which follow:

	U. S. Atlantic	U. S. Pacific	China and Japan	Total
Centrifugals.....	388,321	47,867	—	436,188
Muscovados.....	43	—	43,430	43,473
Refined.....	—	1,548	—	1,548
Total.....	388,364	49,415	43,430	481,209

**Java Market.**—The Java market was quiet and dull during the month under review and the sugar business of importance was transacted. The latest quotations at the exchange of Gs. with equivalents per P.I. picul f.o.b. are as follows:

Superiors.....	November	Gs. 14-7/8	\$7.89
	December	Gs. 15	7.95
	January	Gs. 15-1/8	8.02
	June-July	Gs. 15-1/2	7.95
Head Sugar. Spot.....	December	Gs. 14-1/4	7.56

Recent advices received from Java state that the plantings for the coming season show an increase of 4-1/4 per cent over the production of this season's crop. This year's crop is estimated at 2,350,000 tons so that the 1928-1929 crop will aggregate 2,450,000 tons.

Production report received from the commencement of the campaign to September 30 has shown more than 50 per cent of the mills have already ceased grinding.

## SPANISH GIRL KEEPS MODEL STORE IN VALLEY TOWN



"Rosario"

It is "as out-of-the-way a place as could be imagined, the little town of Angadanan on the Cagayan river in Isabela; an old, old town with memories of Spanish missions centuries ago. An automobile road of sorts connects it with the main highway several kilometers away, passable only in the dry season, and during periods of high water launches can reach it on tobacco as its only industry.

But it was in this little town, recently, that a Manila newspaper man touring the Cagayan valley discovered a store as up-to-date as any in the archipelago—presided over, too, by as pretty a business woman, a daughter of old Castile, as might be found in sunny Spain itself. Clean as a new pin, this store was, with a stock that might have been selected by an expert. D. Cayetano Perez is the owner, a Spaniard with modern ideas. His daughter Rosario is the cashier and manager; she is a girl with intelligence as well as a pretty face; and she does all the buying, principally from catalogs and circulars. That modern store is a real revelation to the people of the countryside thereabouts; they never cease to gaze and wonder. Agricultural implements from America, groceries from Spain and California, novelties from all the world; and a neat little restroom adjoining, where the thirsty and road-worn may partake of refreshments. A five-tube radio keeps the place in touch with Manila, there are also files of Manila publications. The place is a club, in fact, combined with a modern store. D. Cayetano et filie are successful, their venture is making them money; and, deservedly, it is a pleasure to add, for their dissatisfaction with the common-place and aspiration for better things merited reward.

## DYE EXPERT RETURNS

George A. Kerr, vice-president of the Philippine Cutch Corporation, arrived on the President Jefferson from New York, via Suez. Mr. Kerr is internationally known as a chemical engineer and has been for many years an adviser to the Congressional committee on tariff legislation in Washington. He has now returned to the Philippines to establish near Zamboanga the first of several units of factories which will extract from mangrove bark the tannic acids used in the dye industry, particularly those used in the tanning of leather and in the dyeing of khaki cloth. At present the United States is dependent upon Great Britain for more than 60 per cent of the basic chemicals used in those industries and recently four plants have been established in British North Borneo, utilizing the bark of the mangrove tree, which grows in great areas in the Philippines.

**REVIEW OF THE EXCHANGE MARKET**

By **STANLEY WILLIAMS**

Manager International Banking Corporation.



Telegraphic transfers on New York were quoted at 7/8% premium on September 30th and the market was nominally unchanged on that basis throughout the month of October with some scattering business reported at 3/4% premium. There were buyers early in the month at 5/8% premium ready, 1/2% premium October and

3/8% premium November-December. By October 10th buying rates had settled down to 1/2% premium October-November and 3/8% premium December and they continued at this level throughout the rest of the month, with, however, some lots of ready business occasionally reported as done at 5/8% premium.

Sterling cables were quoted at 2, 0, 7, 16 sellers 2, 0, 9, 16 buyers on September 30th and remained unchanged at this level until October 10th when both rates were lowered 1/16th. Three months sight credit bills and 3 m's D, P bills were unchanged throughout the month at 2, 1, 1/16 and 2/1 1/8 respectively.

The New York London cross rate closed at 486.53 on September 30th and actually rose to 487.15 on October 10th. After dropping away again to 486.90 on the 17th, it again reacted to 487.25 on the 20th then eased away to 486.90 on the 26th, reacted to 487 1/8 on the 28th and closed at 486.96 on the 31st.

London bar silver closed at 25 11/16 spot and forward on September 30th, fluctuated between 25 5/8 spot, 25 5/8 forward and 25 13/16 spot, 25 7/8 forward up to October 17th, touched 25 15/16 spot, 26 forward on the 18th, fluctuated to a low of 25 3/4 spot, 25 13/16 forward during the rest of the month and closed at 26 1/16 spot and forward on October 31st.

New York bar silver closed at 55-3/4 on September 30th, touched a low for October of 55-1/2 on the 3rd and 6th, and thereafter gradually rose with fluctuations to a high for the month of 56-5/8 at the close on the 31st.

Telegraphic transfers on other points were quoted nominally at the close on September 30th as follows: Paris, 12.30; Madrid, 174-1/2; Singapore, 114-1/4; Japan, 94-1/4; Shanghai, 79-1/4; Hongkong, 99-3/4; India, 135-1/4; Java, 122-1/4.

**RAIL COMMODITY MOVEMENTS**

By **M. D. ROYER**

Traffic Manager, Manila Railroad Company



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

1927

	Oct.	Sept.
Rice, cavans	220,250	300,000
Sugar, piculs	1,344	4,816
Tobacco, bales	13,320	33,840
Copra, piculs	182,300	202,500
Coconuts	1,705,200	2,664,000
Lumber, B.F.	167,400	253,800
Desiccated coconuts, cases	20,254	18,200

**TOBACCO REVIEW**

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

**Raw Leaf:** The big shipments to the Monopolies of Japan and Spain during October have somewhat offset the small volume of September exports. Spasmodic buying in Cagayan and Isabela continues. However, as a rather big part of the crop has suffered in its growing stage from inclement weather, it is feared that a comparatively large quantity of tobacco may remain unsold in the hands of the farmers. A better quality of leaf has been produced in La Union province, of which a good proportion has already been absorbed by shipments to Japan. Exports during October were:

	Leaf Tobacco and Scrap	Kilos
Australia	.....	1,071
Germany	.....	52,299
Holland	.....	43,641
Hongkong	.....	10,144
Japan	.....	757,593
Indochina	.....	65
Spain	.....	1,140,349
United States	.....	68,467
		2,073,629

**Cigars:** Shipments to the United States are still considerably below the volume of the corresponding period of last year. Comparative figures are as follows:

	Cigars
October, 1927	17,972,202
September, 1927	19,889,280
October, 1926	23,557,668



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## LUMBER REVIEW

For Third Quarter of 1927

By ARTHUR F. FISCHER  
Director of Forestry

Lumber activities during the third quarter of the year show a considerable increase over the same period of last year. As predicted during the early part of the year, the domestic and foreign trades have registered an increase over the same period of last year. The total export for the third quarter amounted to 23,337,384 board feet valued at P1,730,947 as compared with 14,696,688 board feet valued at P1,198,418 for the same period of last year. Also, the export for the third quarter registered an increase of 64% over the export of the second quarter of the year.

The United States remains the leading importing country. During September, however, the export to the United States has slightly decreased as compared with the export for August. On the other hand, Japan, which remained somewhat inactive during the financial crisis, increased its imports from 1,503,928 board feet in August to 3,731,200 board feet in September. Australian markets, likewise, showed an improvement. During September, she imported over 1,000,000 board feet as against 150,000 board feet during August. Great Britain holds the fourth place during September as an importer of Philippine woods. She has been somewhat inactive during the last four months of the year, but all indications show that Philippine lumber trade with Great Britain is being rapidly developed.

Reports from 33 mills received in this office also indicate favorable increase in the production of about 4,000,000 board feet while the shipment has also registered an increase of over 3,000,000 board feet as compared with the production and shipment for 1926. There was a decrease of over 6,000,000 board feet in lumber inventory for September, 1927, as compared with the same month for 1926.

Detailed export for the quarter ending Sep-

tember, 1927, as compared with the same period last year, and also the export for September, 1927, as compared with the same period last year, are given below:

## TIMBER AND LUMBER EXPORT, THIRD QUARTER, 1927

Destination	1927		1926	
	July, Aug. and Sept.		July, Aug. and Sept.	
	Board Feet	Value	Board Feet	Value
United States	11,952,560	P1,027,615	6,929,008	P 641,272
Japan	7,740,968	418,639	3,207,984	178,142
Australia	1,295,744	94,916	1,403,440	117,390
Great Britain	1,131,656	89,420	496,504	35,628
China	1,029,472	82,789	2,588,096	219,891
Netherlands	63,600	5,700	66,144	5,670
Belgium	47,912	4,000		
Egypt	37,312	4,556		
Canada	25,864	1,800	424	200
Germany	12,296	1,510		
Hongkong			848	65
Italy			4,240	160
<b>Total</b>	<b>23,337,384</b>	<b>P1,730,945</b>	<b>14,696,688</b>	<b>P1,198,418</b>

## TIMBER AND LUMBER EXPORT

Destination	1927		1926	
	September		September	
	Board Feet	Value	Board Feet	Value
United States	4,036,056	P 356,509	1,411,920	P 147,690
Japan	3,731,200	183,333	578,760	49,266
Australia	1,016,752	80,640	272,208	18,494
Great Britain	680,944	47,272	147,976	13,216
China	286,624	17,583	1,001,064	84,731
Belgium	47,912	4,000		
Egypt	37,312	4,556		
Netherlands			16,960	1,400
Hongkong			848	65
Italy			848	60
Canada			424	200
<b>Total</b>	<b>9,836,800</b>	<b>P 693,893</b>	<b>3,431,008</b>	<b>P 315,122</b>

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## THE RICE INDUSTRY

By PERCY A. HILL  
of Manila, Nueva Ecija,  
Director, Rice Producers' Association.



The lifting of the ban on rice exports for four months beginning Nov. 1st was approved by executive order on the recommendation of the secretaries and bureau chiefs and the senate. Whether this was a premature move remains to be seen. The next 20 days will show. Prices as a consequence took a slight upward rise without a single kilo of

rice being exported or even remotely contracted for, and rice in the consuming centers followed suit, selling at present writing at P8 per sack as against P7.70 previous to the executive order. The price this time last year was P9.10.

At the present writing it is too early to predicate current crop, but from all reports it is understood to be below that of last year, and may fall still lower when all reports are in. The so-called surplus for export will then form a normal carry-over, and again the old truth will maintain, the law of supply and demand, based upon world prices. It shows little forethought to think exports can be made at a gain over domestic prices, less the protection afforded by the tariff of 3 centavos a kilo. Everyone knows that the average price in Indo-Asia for the same amount is approximately P6.25.

The writer has no quarrel with enhanced price, he grows rice, but if self-sufficiency makes for the abolishment of a tariff no longer protective by reason of the argument that one crop signifies we are self-supporting, we will see who will yelp loudest.

In reference to the reason of the slight price enhancement before crop estimates are in and before anything has been exported, we may state that during the season ending with July, rice imports were exactly P5,000,000 less than during the same period for last year; nor would actual imports have occurred, if producers were willing to sell at current prices and thus have saved the country nearly two millions. A glance at the spread between palay at P3.20 and rice at P7.70 shows exactly where we stood, however it is noted that Indo-Asia could still supply some 800,000 tons at a much lower price. The rise in price is due to two factors. For the last three months the crop outlook has not been as favorable as last year, and the second factor is the people who handle rice at a profit that would be despised by every other entity in the islands—the Chinese—and they remain as a factor because they render the cheapest and most efficient service.

The distributive mechanism of the rice industry, with especial emphasis on imports, is in the hands of the Chinese and effected by what may be termed a commercial guild. This guild has its apex in Indochina and its base in the twenty or more retailers in each town. The middle courses of the pyramid are the Chinese importers, bankers, and ship owners and all their mills and storehouses in the provinces. This guild is a complete vertical and horizontal trust, feudal, racial, hard-set, ancient and thorough. To the Filipino it is everything they have feared from the introduction of big capital, but with this difference. Because of the distribution of native wealth and the smallness of the same the Chinese are guided by the fact that profiteering has never paid, and with few exceptions never tried. The Chinese merchant in the islands is a man without a country, politically inconsequential and his inherent honesty and commercial tradition deter him from demanding undue profits; in fact his annual earnings are such that no other single entity would conduct the distributive mechanism at so low a profit. A glance at the spread is enough to answer any person of intelligence.

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order. Like many others viewing the question from a wider point than the advisers of the executive, they were nonplussed by the premature lifting of the ban at least a month too soon, and like many others see the impossibility of domestic rice ever competing in world markets against the volume of cheap rice available for export in Indo-Asia.

## EXPERT TOBACCO WORKERS SUCCEED WITH SUMATRA

The use of Javanese familiar with the cultivation of Sumatra wrapper-leaf tobacco on Isabela plantations is an experiment no longer. It is proved to be as sound in practice as it seemed to be in theory; genuine Sumatra cigar wrappers have been made possible in the Cagayan valley. Early in October the Compañía General de Tabacos de Filipinas brought over from Sumatra the third group of Javanese expert field men, women and children. Aside from Japanese who go into Davao, this is the only agricultural immigration which has occurred in the Philippines in generations. The total number of Javanese now domiciled on the San Antonio plantation in Isabela is now above eighty.

The strangers seem to be contented in their new environment and the men of the colony make excellent instructors of the Filipino growers. Their principal value, however, is in teaching the Filipinos by force of example. Each is assigned a plot of ground, Javanese and Filipino plots alternating, thus the native workers will have an opportunity of watching each step in the growing and harvesting. Both will be paid for their crop, and when the Filipino sees the Javanese getting twice as much or more for his crop as the Ilocano he will make a study of the reasons for it.

The Javanese women work in the fields too, as they are accustomed to do in Sumatra. The men are rapidly picking up a knowledge of the local languages. As they are Mohammedans, a mosque has been built for them. The Javanese manifests great pride in the ornamentation of his home; these immigrant families are building neat and picturesque houses surrounded with ornamental fences and flower gardens.

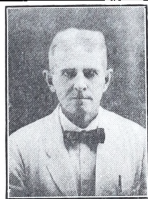
The immigrants from whose skill may come the greatest period of prosperity Philippine tobacco has ever known, were brought to the Philippines by Johan Hasselman, a Hollander now employed by the Tabacalera, Compañía General de Tabacos de Filipinas.

Though born in Holland, Hasselman spent his youthful years in Minnesota and is very much Americanized. San Antonio plantation embraces 4800 hectares and is situated 15 kilometers from Iligan, capital of Isabela, the heart of the richest tobacco region. Don Ignacio Valcarcel, Spanish, is the plantation manager. He has had an experience of many years in the valley and is optimistic concerning the production of Sumatra tobacco there by means of the Javanese instructors. He believes it will prove a boon to growers and consumers alike.

George E. Brown, of "N. & B." fame formerly in the livery business and then, when motor cars came in, in the garage business, left Manila in October to make his future home in the American northwest and establish an apirary. Brown came to the islands as a sergeant in Troop "K", 4th U. S. Cavalry, August 17, 1898.



Johan Hasselman



"SUNSET" COX

The greater number of the articles on the Cagayan Valley in this issue of the JOURNAL were written by Charles S. ("Sunset") Cox as the result of a recent two months trip to the Batanes Islands and through the Cagayan valley. Mr. Cox is a veteran Manila newspaperman who has traveled extensively in the islands and the Far East and has made an especial study of economic conditions.



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# WASHINGTON ENGINES

## STATISTICAL REVIEW

IMPORTS AND EXPORTS FROM AND TO ATLANTIC AND PACIFIC PORTS BY NATIONALITY OF CARRYING VESSELS

Nationality of Vessels	Period	IMPORTS				EXPORTS		
		Atlantic	Pacific	Foreign Countries	Total	Atlantic	Pacific	Total
American Monthly	September, 1927	3,480,284	3,364,201	16,324	6,860,799	3,080,691	4,409,779	7,499,430
	September, 1926	3,037,640	3,217,000	9,922	7,164,562	929,607	5,410,616	6,340,227
	Average for September, 1927	3,210,144	4,235,715	49,591	7,496,291	5,864,191	4,558,279	10,422,346
British Monthly	September, 1927	2,879,036	190,004	190	3,169,230	4,437,459	699,213	5,131,672
	September, 1926	3,913,453	445,081	88	4,358,622	3,759,282	85,299	3,834,532
	Average for September, 1927	3,298,746	396,247	9,971	3,764,966	4,373,545	438,040	4,812,076
Japanese Monthly	September, 1927		10,858		10,858	1,712,706		1,712,706
	September, 1926		418	18,584	19,002	1,908,509		1,908,509
	Average for September, 1927	366	714	1,682	2,862	2,003,024	252,247	2,255,271
Swedish Monthly	September, 1927							
	September, 1926							
	Average for September, 1927							387,957
Norwegian Monthly	September, 1927					1,242,783		1,242,783
	September, 1926					382,772	73,766	1,242,783
	Average for September, 1927			1,865	1,865			73,766
Panaman Monthly	September, 1927							
	September, 1926							
	Average for September, 1927					820		820
Philippine Monthly	September, 1927							
	September, 1926							
	Average for September, 1927			38	38			
German Monthly	September, 1927							
	September, 1926							
	Average for September, 1927			490	490	13	18,093	18,093
Spanish Monthly	September, 1927							
	September, 1926							
	Average for September, 1927							
Dutch Monthly	September, 1927							
	September, 1926							
	Average for September, 1927			6	6			
Mail Monthly	September, 1927		595,457		595,457		849,493	849,493
	September, 1926		282,766		282,766		933,195	933,195
	Average for September, 1927		394,692		394,692		665,477	665,477
Total Monthly	September, 1927	6,468,220	4,160,520	16,514	10,665,254	9,234,856	5,958,485	15,193,341
	September, 1926	7,831,093	3,945,263	28,600	11,824,958	7,970,141	6,399,101	14,319,242
	Average for September, 1927	6,509,355	5,052,803	63,770	11,601,592	12,719,603	2,403,858	14,807,991

Note: Monthly average is for 12 months previous to September, 1927.

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PRINCIPAL EXPORTS

Commodities	September, 1927			September, 1926			Monthly average for 12 months previous to September, 1927		
	Quantity	Value	%	Quantity	Value	%	Quantity	Value	%
Sugar	12,059,322	\$ 1,866,413	8.9	4,816,902	\$ 553,435	4.2	44,369,669	\$ 8,074,732	32.0
Hemp	12,907,991	1,555,198	24.6	14,199,653	5,790,387	27.8	12,377,710	5,086,103	20.0
Coconut Oil	5,772,799	1,392,500	25.6	14,489,858	4,613,286	26.3	21,552,626	4,021,118	15.8
Copra	14,732,670	2,828,264	13.6	18,961,396	3,889,106	18.8	17,154,793	3,088,646	15.5
Cigars (Number)	22,578,469	1,028,468	4.9	15,198,261	695,331	3.6	17,902,816	815,188	3.0
Embroidery	1,003,782	225,201	1.1	862,860	192,049	0.9	1,024,049	715,666	2.8
Maguey	898,282	228,007	1.1	674,713	226,094	1.3	1,281,790	543,854	1.9
Leaf Tobacco	1,687,122	638,535	3.0	1,216,768	457,518	2.2	1,183,279	447,323	1.8
Dried and Shredded Coconuts	69,874	347,295	1.6	57,785	214,728	1.3	56,704	207,074	0.8
Lumber (Cubic Meter)	18,540	637,932	3.0	8,087	31,959	1.7	11,683	49,070	0.3
Emulsions (Gross)	8,740,294	2,311,111	4.4	5,875,790	2,090,869	1.6	7,078,020	365,247	1.5
Cordage	363,618	111,109	0.5	264,514	154,624	0.9	441,144	258,430	1.0
Knotted Hemp	34,913	208,197	0.5	55,133	190,202	1.1	32,288	188,562	0.4
Knotted Cotton	103,925	177,783	0.4	177,783	220,000	1.1	67,338	38,225	0.2
Canton (low grade cordage fiber)	478,069	127,078	0.6	304,997	60,714	0.4	162,643	116,936	0.2
All Other Products		604,214	2.9		629,490	3.1		603,293	2.2
<b>Total Domestic Products</b>		20,838,118	99.5		20,139,710	99.1		25,440,250	99.7
United States Products		4,008,934	18.2		2,955,111	14.7		183,154	0.7
Foreign Countries Products		1,326,717	6.0		34,540	0.3		40,964	0.1
<b>Grand Total</b>		<b>\$20,948,719</b>	<b>100.0</b>		<b>\$20,263,801</b>	<b>100.0</b>		<b>\$25,584,378</b>	<b>100.0</b>

NOTE.—All quantities are in kilow except where otherwise indicated.

PRINCIPAL IMPORTS

Articles	September, 1927			September, 1926			Monthly average for 12 months ending September, 1927		
	Value	%	Value	%	Value	%	Value	%	Value
Cotton Cloth	\$ 2,907,916	16.1	\$ 4,008,934	18.2	\$ 2,761,225	14.1			
Other Cotton Goods	1,600,497	5.9	1,326,717	6.0	1,118,365	5.9			
Iron and Steel	1,536,485	8.1	1,841,716	8.4	1,518,606	7.9			
Machinery	1,177,677	6.0	1,361,950	6.2	1,436,073	7.5			
Rice	302,629	1.7	836,289	3.8	844,016	4.4			
Machinery and Parts of	1,214,540	6.8	682,631	3.1	819,561	4.3			
Dairy Products	293,258	1.7	632,396	2.9	481,245	2.6			
Wool	1,012,604	5.7	690,245	3.2	626,274	3.3			
Silk Goods	728,688	4.0	497,238	2.2	596,010	3.0			
Automobiles	190,148	1.1	295,841	1.3	593,220	3.0			
Ensoles	286,534	1.6	279,991	1.2	375,377	2.0			
Meat Products	496,479	2.8	614,788	2.8	479,153	2.7			
Hummingbird Oil	497,662	2.8	393,685	1.8	364,136	2.2			
Butter and Fat	198,561	1.1	292,957	1.3	440,325	2.6			
Cranium Oil	183,704	1.0	106,167	0.8	210,325	1.1			
Coal	425,143	2.4	213,495	1.1	439,651	2.5			
Chemical Dyes, Drugs, Etc.	298,259	1.8	354,059	1.7	269,672	1.6			
Fertilizers	262,563	1.5	63,175	0.4	235,451	1.5			
Vegetables	267,255	1.5	317,085	1.5	309,367	1.6			
Paper Goods, Except Books	346,314	2.0	386,053	1.8	374,376	2.1			
Tobacco and Manufactures thereof	602,764	3.4	274,873	1.3	356,245	2.2			
Electrical Machinery	353,154	2.0	368,170	1.8	373,792	2.2			
Books and Other Printed Matters	142,727	0.8	227,610	1.1	227,583	1.5			
Cars and Carriages, Excluding Automobiles	47,434	0.3	78,274	0.4	114,842	0.9			
Automobile Tires	389,419	2.2	307,956	1.5	298,146	1.7			
Fruits and Nuts	75,863	0.5	162,499	0.8	189,154	1.2			
Woolen and Other Printed Leather Goods	181,556	1.1	236,059	1.2	196,844	1.2			
Shoes and Other Footwear	119,309	0.7	161,028	0.8	177,968	1.1			
Coffee	153,658	0.9	156,529	0.8	166,997	1.0			
Wheat Flour	149,576	0.9	403,571	2.0	217,422	1.3			
Eggs	122,459	0.6	210,499	1.0	175,843	1.1			
Perfumery and Other Toilet Articles	137,012	0.7	136,942	0.6	115,712	0.8			
Lubricating Oil	127,532	0.6	207,579	1.0	146,079	0.9			
Cacao Manufacturers, Excluding Glass and Glassware	77,291	0.4	99,090	0.5	106,234	0.8			
Paints, Pigments, Varnishes, and Other	90,120	0.5	187,342	1.0	150,860	1.0			
Earthen Stones & China	151,939	0.8	106,421	0.6	153,259	1.0			
Automobile Accessories	135,963	0.7	125,137	0.7	131,723	0.9			
Diamond and Other Precious Stones	136,117	0.7	120,236	0.6	119,233	0.8			
Wood, Bamboo, Reed, Rattan	78,153	0.4	85,337	0.5	66,921	0.6			
Iron and Rubber Goods	114,382	0.6	73,335	0.4	83,657	0.7			
Soap	140,230	0.8	96,845	0.4	138,290	1.0			
Carriages	55,838	0.3	130,404	0.7	155,557	1.1			
Explosives	24,027	0.1	46,375	0.3	41,865	0.4			
Cement	31,817	0.1	55,504	0.3	70,672	0.5			
Motion Pictures	40,749	0.2	23,649	0.1	44,908	0.3			
Photographic Films	31,696	0.1	35,743	0.3	33,287	0.4			
All Other Imports	1,548,598	8.5	1,462,273	6.7	1,878,561	9.6			
<b>Total</b>	<b>\$18,467,289</b>	<b>100.0</b>	<b>\$18,228,493</b>	<b>100.0</b>	<b>\$19,606,053</b>	<b>100.0</b>			

TRADE WITH THE UNITED STATES AND FOREIGN COUNTRIES

Ports	September, 1927			September, 1926			Monthly average for 12 months previous to September, 1927		
	Value	%	Value	%	Value	%	Value	%	Value
Manila	\$27,652,393	69.4	\$37,053,025	77.2	\$29,460,298	65.4			
Hilo	3,224,531	8.4	4,754,825	10.0	6,472,413	14.3			
San Francisco	5,965,772	15.0	5,613,942	13.0	8,869,490	19.6			
Zhangzhou	523,313	1.5	503,210	1.2	452,995	1.0			
Zolo	40,540	0.3	49,809	0.1	98,949	0.2			
Davao	1,138,677	3.0	667,655	1.6	835,991	1.9			
Legaspi	865,864	2.4	891,728	2.1	1,978,614	4.4			
<b>Total</b>	<b>\$39,416,008</b>	<b>100.0</b>	<b>\$41,552,294</b>	<b>100.0</b>	<b>\$45,154,269</b>	<b>100.0</b>			

GARRYING TRADE

Nationality of Vessels	September, 1927			September, 1926			Monthly average for 12 months ending September, 1927		
	Value	%	Value	%	Value	%	Value	%	Value
American	\$ 8,479,335	46.6	\$10,212,373	46.8	\$10,685,781	53.7			
British	2,980,303	15.7	5,495,426	24.8	6,818,372	33.8			
Japanese	1,392,951	7.3	1,001,444	4.9	1,076,050	4.3			
Dutch	83,979	0.4	1,190,544	5.8	807,648	3.8			
German	5,905,426	31.4	6,821,917	31.1	6,821,917	33.2			
Norwegian	61,497	0.3	347,830	1.9	194,786	0.8			
Philippine	137,337	0.7	259,641	1.5	151,112	0.6			
Spanish	218,915	1.2	1,211,915	5.7	217,053	1.0			
French	14,615	0.1			57,603	0.2			
Chinese					6,530	0.03			
Danish					6,030	0.03			
Belgian									
By Freight	\$17,674,796	94.1	\$20,815,426	97.5	\$19,117,539	97.6			
By Mail	792,493	5.9	473,067	2.5	482,514	2.4			
<b>Total</b>	<b>\$18,467,289</b>	<b>100.0</b>	<b>\$21,288,493</b>	<b>100.0</b>	<b>\$19,606,053</b>	<b>100.0</b>			

EXPORTS

Nationality of Vessels	September, 1927			September, 1926			Monthly average for 12 months ending September, 1927		
	Value	%	Value	%	Value	%	Value	%	Value
American	\$ 8,745,715	47.7	\$ 7,507,701	36.2	\$12,094,507	47.7			
British	7,607,234	36.3	6,394,664	30.7	8,086,350	32.1			
Japanese	2,346,421	11.3	2,246,213	11.4	2,482,598	9.7			
Swedish			978,777	4.8	28,753	0.1			
German	952,665	4.6	694,816	3.7	943,935	3.5			
Norwegian			1,252,783	6.1	129,392	0.5			
Spanish			169,625	0.8	156,443	1.1			
Dutch			248,851	1.1	147,326	1.0			
Chinese					13,377	0.05			
French					34	0.0003			
Philippine					43	0.0002			
Belgian					43	0.0002			
Panaman					820	0.003			
By Freight	\$20,087,959	95.9	\$19,333,953	95.2	\$24,341,008	95.1			
By Mail	861,120	4.1	928,848	4.8	1,243,370	4.9			
<b>Total</b>	<b>\$20,948,719</b>	<b>100.0</b>	<b>\$20,263,801</b>	<b>100.0</b>	<b>\$25,584,378</b>	<b>100.0</b>			

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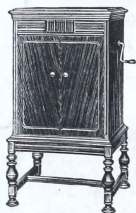
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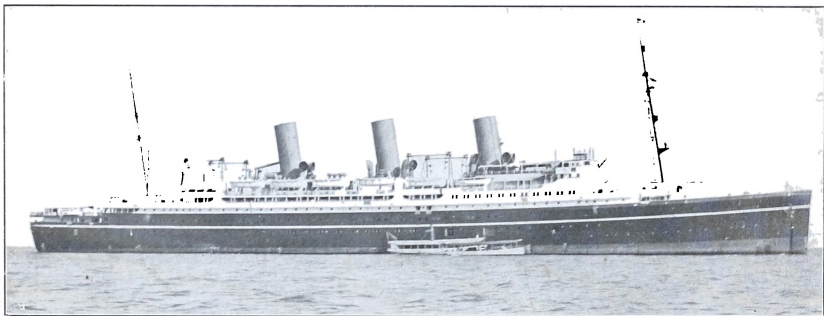
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