

per cent and Zamboanga less than one per cent. Baling stations and branch offices of export houses are busy at Davao. The progress of this port is of interest outside the Philippines. "I assume," writes Shelby Wiggins, manager of the foreign trade department of the Portland chamber of commerce, "you are familiar with the efforts which the Portland Chamber of Commerce has exerted through the Oregon delegation and our personal representative in Washington in the matter of having Davao made a port of entry and assisting that city in other ways. In view of the substantial volume of cargo which comes to this port from Davao, you can readily appreciate our sincere interest in its progress."

Is not this a cogent comment on the whole Philippine problem? Where they realize their interests are affected, Americans at home bestir themselves. Mr. Wiggins was acknowledging receipt of the January number of the Journal, the special issue on Davao. "If we can be of service to your esteemed body I trust you will make your wants known," he says.

Legaspi exported no hemp during the first four months of the year. She did export copra. The copra exports to the United States from the various ports were as follows, in kilograms:

Manila	1,212,595
Hilo	2,582,987
Cebu	15,887,863
Zamboanga	1,301,719
Davao	960,852
Legaspi	761,832
Total	25,707,853

In this trade Manila's share was approximately 1.7 per cent, Hilo's ten per cent, Cebu's 61.75 per cent, Zamboanga's 16.7 per cent, Davao's 3.73 per cent, and Legaspi's three per cent. In addition, Cebu shipped 657,800 kilos of copra to Germany and 2,175,800 to Spain. Manila shipped 31,270 kilos to Spain, and Jolo 14,985 to Singapore.

It should be stated that until recently the copra crop of the Legaspi district has been far below normal and ruling prices of copra at production points outside the Philippines have caused considerable buying in those regions for the United States. Now however production in Tayabas and Laguna is rapidly increasing. Zamboanga is reported to have suffered severely by the drought, which was broken May 7 by copious rains.

O. V. Wood is, above all others, responsible for the making of Davao a port of entry for the Philippines, in the opinion of J. V. Marias, who was in charge of shipping board matters in the orient when the initial steps were taken. He was afterward vice president and acting manager of the Bank of the Philippine Islands and is now residing in San Francisco, whence he writes:

"In April of 1921 I went to Davao. It was a filthy place. There was not a decent bed to sleep in or a decent meal to be had, but it had possibilities. I saw them and told the planters; among whom was Wood, and I learned all I could about their troubles, particularly the shipping obstacle. I told them that if they got behind me and supported me that I would give them direct shipments to the United States. . . . O. V. Wood believed in me, the only one who did, the result of which was that he negotiated with me for a ship to go after 4,000 bales (of hemp); and he offered to pay a differential so that the ship would not lose. I agreed to send a ship there, the Dewey. I went with it. I was on the bridge when we docked, first at Manila, then Davao and then Taloma. Needless to say I was happy. I had made good my promise and proved my faith. Poor Wood was on his last legs. We had a terrible time. We did not get our promised 4,000 bales; we lost money;

he agreed to pay dead freight but I don't think the charge was ever pressed. That was only the start of my troubles. Wood died. He was my only active supporter. . . . However, we finally won out and I am mighty pleased with the results. They certainly prove that the effort was worthwhile, but how much easier it could have been made if I had some kind of cooperation."

Cooperation was finally forthcoming, especially from the office of the governor general. The reader perceives that the opening of both Legaspi and Davao was a deal: to get the one, Davao, it was necessary for the executive branch of the government to approve the other. Both are to be connected with Manila by direct wireless communication. Bids for new equipment have been opened at the bureau of posts. One covers a long-wave system, two others cover short-wave systems. Decision among them has not been made (May 25), but one will be accepted and the work undertaken.

It also seems probable that the telegraph office at Davao will be removed from the town, inland, to the new town of Santa Ana, at the port. The report of the inspector is awaited but has been ordered submitted. It cannot but show that the bulk of the commercial telegraph business arises at the port and not in the town of Davao itself.

MRS. FRANK DIES IN HOSPITAL

News has been received in Manila of the death in San Francisco of Mrs. George I. Frank April 30, after an operation. Mrs. Frank, wife of the well known Escota merchant, had been a resident of Manila for many years; many friends mourn her death. She was an Eastern Star; the funeral service was conducted by Reverend Tracy, formerly of the Episcopal cathedral of Manila.

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