

districts. "All the traffic will bear" seems to be the government dictum. The full rate, 1½ per cent, is universally applied to sales of abaca, whereas the highest rate on sugar is 1 per cent and half of this, the planters' share, does not even pay the 1 per cent. Though the result of litigation may force payment from the planters, they will still be greatly favored to the prejudice of abaca planters. The government will have no more than 1 per cent from sugar, while it takes less than 1 per cent from abaca.

Why not, for an industry so important to the public revenues as well as general business, establish some safeguards?

It is more than time that this be done. It might be done. An abaca institute adequately manned with competent scientific personnel is needed and has been needed for many years. Dr. Penoyer L. Sherman is engaged as a chemist in chemical research at the bureau of science and the Cordage Institute of America. He is doing an excellent work, but it doesn't cover the required field. By turning back to the industry a small fraction of the revenue it provides, there could be established an institute with plant pathologists, botanists, chemists and horticulturists who would all be constantly on the alert to eradicate diseases, improve varieties, better cultivation and generally promote the industry. In this the example of other agricultural countries could be followed with assurance of success.

Instead of producing 1,200,000 bales a year of abaca, the Philippines might well produce four million bales and profitably compete with Yucatan and Africa, each marketing fibers inferior to our abaca.

Abaca may be mechanically stripped. This much is proved and the practice should be rapidly extended to all fiber districts. Abaca may also be kept free of diseases to a great degree, at least simply by cultivation. This also is proved and might be demonstrated by stations at Silang, where disease has, in seven years, wiped out the choicest fiber in the islands.

What has been done in Davao can be done in the Bicol region as well as Leyte and Samar and northern Mindanao. In Davao abaca is not grown wild. It is planted, cultivated for eight to twelve years, then rooted out and the fields re-planted and planted again. It is where cultivation is neglected and abaca grows wild, the fiber extracted by tenants on shares, that the varieties and the quality of fiber decline.

Two of the most successful Davao planters were taken to Silang last year to inspect the ruined abaca fields there. "This could have been prevented by cultivation," they said. The moribund practice of utter neglect of abaca fields over so wide an area of our producing regions must in some way be broken up. Davao tenants do work on the share basis, but with greater advantage to themselves as well as the landlords. They are associated and have regulations for their mutual protection. They sell the fiber at weekly auctions, getting the highest prices, often by exporters' agents. Adulteration of parcels is prohibited. For a first offense the fine is P50, for a second the penalty is confiscation and for a third deportation.

The tenants are Japanese, who have devised these rigid rules of business. It is perfectly safe to do business with them, hence the abaca industry of Davao is advancing not only by the energy and ability Americans devote to it, but by the enterprise of the farmers themselves.

Captain Stanford Reporting on Dewey Drydock

Seven Sites Within the Bay Are Proposed

The naval drydock Dewey brought across the Pacific in 1906 and moored at Olongapo naval station since that time will be eventually "removed to a point within Manila bay," when decision has been made in Washington upon the technical report on the problem now being prepared by Captain Homer Reed Stanford, C. E. C., U. S. N., who arrived in Manila on the navy transport Chaumont July 2 and has set about his duties. Captain Stanford is living at the Army and Navy club, where he may usually be seen during the morning up to 11 o'clock.

Where the drydock Dewey shall be permanently anchored is a matter of much importance to the shipping community. The capacity of the largest privately owned docking and slipway works in the islands is understood to be around 1500 or 2000 tons. For vessels of greater tonnage no privately owned facilities are available, and under such conditions the navy will undertake overhauling and repairing commercial ships during periods when the dock is not required for navy work. These periods seem to aggregate about six months each year. For the removal of the dock from Olongapo, a step definitely determined upon in 1922, there is a fund of \$400,000.

The question of funds gives the navy far less concern than the feasibility of a site at which the dock may be placed.

Seven different sites have been variously suggested. They are Mariveles, Corregidor, north of Cavite station, south of it, Sangley point, the middle of the bay, or within the harbor. The shoreline of the bay approximates 100 miles; it is 30 miles to Mariveles, which is about half the distance to Olongapo. Shops, workmen and workmen's quarters are vital desiderata; but most vital of all is a sufficient depth of water, which cannot be less than 65 feet and really should be 70 feet.

Such depths are not found along the bay shore, nor at Cavite or Sangley point, nor within the harbor, where the fairway has a depth of about 35 feet only. With ample funds a site and channel could be dredged to the required depth, and with additional ample funds might be kept at the required depth. It may be seen how extensive and comprehensive Captain Stanford's report must be, and how knotty a problem the armament treaties put up to the department in Washington. Under the treaties the dock may be removed to "a point within Manila bay" because this will be no new construction; and it must be removed because, as it stands at Olongapo, a station no longer kept up, it is not rendering the service it is capable of at a station sufficiently equipped and manned.

The Man Who Makes the Buttons For Manhattan Shirts

Headington, J. L., An Ohio Product



Manila has its distinctive type of business man. It is the type that cut school and college in 1898, volunteered for America's first overseas expeditionary force, shouldered a Springfield, learned the manual of arms, subsisted on execrable rations and fought guerrilla campaigns in the East and West Indies in revenge for the *Maine* and for the sake of adventure. It is the type that ranked itself on conquered Spanish plazas—the old Plaza Real, now Plaza McKinley, for example—and pledged to die in civil life, in the civil service of a civil government, all that it had done with the rifle in the field.

Victory and hard campaigning and experience had prepared the young adventurous volunteers for soberer duties.

Of this type is John Labon Headington, a son of Ohio and the manager of the Philippine Button Corporation since its successful reorganization in 1922 by New York capital that directed the rebuilding and reequipment of the plant so that the output is greatly increased and it has become one of the important manufactories of Manila. It makes pearl buttons for the United States market. All is done with Philippine marine products and Filipino labor, which is taught to be skilled labor. A sub-

stantial volume of new wealth is thus added to the islands' mobilized resources every year.

Headington has made his own place in Manila's business circles. He was born in Mount Vernon, Knox County, Ohio, in 1879. He had been graduated from the Mount Vernon High School, had attended Kenyon Military Academy, and was, at nineteen, attending Kenyon College when McKinley called for volunteers in 1898. Headington's outfit went first to Porto Rico, and he later, in 1899, came to the Philippines with the United States Signal Corps. In 1900 he participated with the American forces in the international expedition to Peking and the suppression of the Boxer rebellion in China.

He returned with his outfit to Manila when the unpleasantness in China had terminated, and at the expiration of his enlistment became a disbursing clerk in the Philippine civil government under Civil Governor Wm. Howard Taft. In 1904 he was assigned to the bureau of audits as an examiner. He remained there until 1915, rising meanwhile from examiner to a district auditor in the Bicol region, to chief of a division in the Manila office, and served as acting assistant auditor for over two years. When he left the government service he was a special agent.

He had now devoted 17 years of his youth and early manhood to his country. Embarking upon his career in business life, he became associated with the Shanghai

Life Insurance Company and spent three years as resident secretary for the company in Siam and Burma, having charge of payment of claims, the making of loans, handling of litigation—the usual and important executive duties of the resident secretaries.

The European War was on. When America got into it, Headington naturally tried to go. He wasn't successful in this, his youth was a good way behind him, but he gained connection with the defense forces of the nation, for he was given the rank of captain in the quartermaster reserve corps. Headington is a Past Commander, Veterans of Foreign Wars, and Commander of Stotsenber Post No. 2, United States War Veterans, of which Carmi Alderman Thompson, sent to the Philippines to make an intensive survey in behalf of President Coolidge, is the national head.

When Headington returned to Manila from India and Siam he became treasurer of the Manila Trading and Supply Company, one of the wealthier American corporations of the islands, and when the San Juan Heights Company organized to pioneer in selling suburban homes to Manila's middle class, Headington was chosen treasurer of that company and retired from the Manila Trading and Supply Company. He is a certified public accountant. Baseball and boxing benefit from his patronage as a fan. He is an Elk, a Shriner, member of the University Club and the Golf Club, and of the Chamber of Commerce, where he represents the active membership of the Philippine Button Corporation and is an Alternate Director. He enjoys a wide and influential acquaintance in the islands and has always received the cooperation of business people and government officials, who appreciate his character and frank methods of business.

one Caleb Cushing and Dr. Peter Parker have effected with China in 1844, but it is based upon the fundamental truth that our commercial and political interests are one; and so it gets, in time, much farther than the Cushing treaty. Visiting Yedo, Perry makes rendezvous in a harbor of the largest of the Lew Chew islands, which he proposes to hold for the United States—by force if needed. He finds himself so well received in Japan that belligerency is not required; the Lew Chew harbor could be held. It isn't. Washington declines the responsibility. Perry chafes, but is impotent.

Move forward 17 years. Events have progressed in China as well as Japan. China has never conformed to her treaty agreements, made one after another; our navy has been at various times employed; Taiwan, Formosa, is the wild habitat of savages and renegade Chinese, warring upon one another and upon all who touch the miserable coasts—often driven there by storms; so that every man of one of our ships has been wantonly and brutally murdered. Our flag goes up at Takau, stays there for one year. Commodore Armstrong is on the job. Coal is required for the new steamship line across the Pacific, and Formosa has coal superior to that brought out in the clippers. Six thousand tons a year are contracted for, at \$7 a ton, and only 500 tons secured, ere China, by a gesture curious enough in a friendly nation, stops delivery.

China has committed excesses enough, and Formosa is naught but a no-man's land in the midst of treacherous seas and pillaged by treacherous men. Portugal has had it, Spain has had it, Holland has had it, and since 1682, it has been nominally under China, which gives it no attention and will not be responsible for repeated violations of international law. Yet we do not hold Formosa, in one year our flag comes down—by order of Washington.

When some shipwrecked Japanese are murdered, Japan overruns Formosa in 1874 and keeps the island until China saves the hurt with a half million taels. In 1895 Japan comes again, and her sovereignty is permanently established. It is much better, is it, for Formosa to be under other rule than ours?

"A more debased population could scarcely be conceived. The aborigines, *Sheng-fan*, or wild savages, deserve the same respect in some respects, for they lived by the chase and had little knowledge even of husbandry; while the Chinese themselves, uneducated laborers, acknowledged no right except that of might."

It is possible, nevertheless, for some persons to contend that God gave Formosa to such people. Would it be sacrilegious to remark that if He did, the devil has triumphed, for Japan has certainly taken Formosa, away from them, and what part of it they shall finally retain they will retain by changing their ways.

The *Financial and Economic Annual of Japan*, for 1925, lists the following Formosan minerals now yielding millions of wealth to the world yearly: gold, silver, coal, copper, petroleum. The Formosan sugar crop in 1924 was 452,210 metric tons, exceeding any sugar crop ever grown in the Philippines. Even the japonica crop was nearly 4,000 tons. The revenue from taxation was Yen 87,008,171. The expenditure for education was Yen 2,818,512. The expenditure for communications was Yen 13,426,224, only slightly in excess of the value of the tea crop alone. America was, of course, the chief purchaser of the tea!

America's Forfeiture of Far Eastern Lands

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Might Have Territory From Formosa to Fiji

If, seeking the grotesque in statecraft, one sits down to thumbing the old records of America in eastern Asia—and what remarkable records they are!—one finds that imperialism and altruism, as the terms are nowadays applied to the Philippines question, are of no recent birth; they are old, they antedate steam upon the Pacific by more than a decade. A young altruism, imperialism has in general been practiced; that is to say, altruism, however sternly espoused, has not been altogether capable of arresting the natural and necessary expansion of the United States in the far east. It has, however, succeeded in bringing about national sacrifices in the far east of colossal magnitude.

It is hardly arresting to the attention to recall that in 1808 Commodore George Dewey left Hongkong before 4 p. m. April 25, the British government, having determined upon neutrality in the struggle between Spain and America, requested he should.

Everybody knows this. But it is arresting to the attention to recall that when he left Hongkong he had absolutely no place to go to Manila; and there to make a plan for his side, it would be necessary first to destroy the Spanish fleet, for we had not a naval rendezvous in the whole far east! Our far eastern fleet measured 18,000 tons; England's, Germany's and Japan's each three times that. We had commercial interests in Manila; our withdrawal from far eastern waters, in time of war, would have been the signal for these interests to be attacked and annihilated.

The providence, so-called, of the situation has been romanticized upon and still finds bombastic utterance upon formal and informal occasions. Yet the hand of providence was not at the helm. *Compulsion* drove Dewey to Manila. It was either that or show the white feather on the high seas.

This was due to the fact that for fifty years we had been forfeiting territory in the far east, until we had none: Honolulu was Dewey's first available rendezvous, the first station at which he might legally bunker his ships.

The explanation is that our state department had, as it still does, consistently refused to view political policy and commercial policy in the far east as a single unit. It therefore falls out that America owes far more to the vision and enterprise of half a dozen distinguished naval officers

than to forty congresses and sixteen presidents.

We reproduce with this comment a copy of the first treaty America ever made in the far east. It was with the sultan of Sulu and was effected by Commodore Charles Wilkes, commanding the first United States naval exploring expedition, sent out during the administration of President Van Buren. It will be seen that this treaty was for the purpose of fostering commerce. It was agreed, too, that at least three ships of ours would call yearly in Sulu; there were well defined obligations upon our part as well as upon the sultan's. This was in 1842.

In 1840, Wilkes had effected a survey of the Fiji islands, which became a British colony in 1874. They are on the route between Australia and Panama. They extend from 15 degrees to 20 degrees south latitude, lie along the 180 meridian, the international date line, comprise 250 islands, 80 of which are inhabited, have an area of 7,435 square miles and are "the most important archipelago in Polynesia"—that is, in the Pacific islands from the American coast north and south of the equator as far as the meridian. Wilkes reported faithfully upon the advisability of securing them; they were thrown at our head in the middle fifties of the last century, and at England's as well. We dodged, England didn't.

Kipling reminds us that—"Never was isle so little, never was sea so lone, But over the scud and the palm trees an English flag was flown." It is not a little surprising to learn how like the English the American flag has been in this respect, but the enterprise of our sailors has been less appreciated in Washington than the enterprise of British sailors has always been appreciated in Downing Street.

It is so much better, of course, for our parlor societies to believe that the Fijians, swept into the stream of modern events whether they would or no, are better off under another man than under ours. It only happens that it isn't true; altruism is a notorious misnomer. Fiji might have been our southern outpost in the Asiatic Pacific. It isn't.

Move forward twelve years. Perry goes to Japan, he effects a treaty with her. Apparently it is not so advantageous as the

