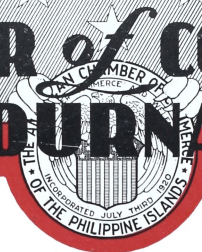


THE AMERICAN CHAMBER OF COMMERCE JOURNAL



Vol. 7, No. 5

May, 1927



Peasants, Chiefly Ilokanos, Spilling Over Our Borders Into Hawaii and the United States

LEADING ARTICLES FOR MAY

The Ilokano: Why He Migrates: Where He Goes

Our Congressional Visitors

May: Fiestas and Motor Excursions: Antipolo

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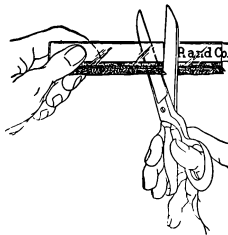
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MAY, 1927

Vol. VII, No. 5

A SIGNIFICANT VISITATION



JOHN Q. TILSON

Five members of Congress arrived in Manila on the transport *Thornas* late in April, John McSweeney of Ohio, John Q. Tilson of Connecticut, Lloyd Thurston of Iowa, W. W. Chalmers of Ohio, and P. E. Quinn of Mississippi. Then on May 3 by the transport *Somme* came Senator Burton K. Wheeler of Montana, La Follette's running-mate, and Congressmen O. B. Burnett

of North Dakota, J. R. Carew of New York City, W. F. Magrady of Pennsylvania, F. H. Foss of Massachusetts, R. E. Urdike of Indiana, W. R. Wood of Indiana, R. O. Woodruff of Michigan, and L. R. Watres of Pennsylvania.

Fourteen, in two parties: numerous and prominent enough to be representative, not numerous enough to upset things, and quite evidently out in the Far East to gain information to help them and their colleagues in Congress in making up their minds about a question or two out here. The big question is, of course, the Philippines; and related to this is China and her situation. Related to both is the moral and commercial well-being of the United States. Believe us when we say that Tilson, concerned for manufactures, made no closer study of the situation than Burnett or Thurston, for examples, representing agricultural states; and with good reason, too, for the farms have surplus crops to market abroad, just as the factories have surplus products.

In what the congressional visitors have had to say there is concern for the Philippines, but there is also concern for the United States—truly a new note and therefore truly significant. Quinn says the Philippines are now prepared for independence, enact it. As we go to press, Senator Wheeler, so far as the press has been noted, has not joined Quinn on this radical ground. Practically speaking, the others are all for working things out in another way which involves no relinquishment of territory.

Carew? Well, the Congressmen were entertained at luncheon at the American chamber of commerce Saturday, May 7, and there the guests and their ladies sat with members and their ladies who come from their respective states. Carew found men of Manila who began in his district, one who attended the same public school as he attended. Memories of the sidewalks of New York came back to him: East side, West side, all around the town and * * * all around the world, even in Manila the boy that Mamie O'Rourke has thrown her lot in with for better or for worse is the boy, the big brother, as Carew put it himself, whose claims come first.

John Q. Tilson hails from New Haven, represents Yale, and is majority floor leader. When measures have passed the respective committees they go to Tilson's desk, where he decides their fate. No more than President Emeritus Arthur Hadley is he for withdrawing from the Far East. His influence may be depended upon in evolving a permanent policy respecting the Philippines. He stresses the need of economic development in the Philippines, he sees political danger, of course, in the enfranchised but still submerged millions, whose level of living must, in his judgment, be elevated to a much higher and firmer plane than it occupies at present. He has gone on, as have some of others, to study China and Japan.



W. R. WOOD

out the prospect of political separation from the United States. He said that he believed if this had not been done, the question would not be heard of today and the people "would be living

as contentedly and loyally under American sovereignty as are the people of Hawaii." A readjustment of party attitude may come about.



LLOYD THURSTON

Lloyd Thurston of Iowa is a member of the House committee on insular affairs and giving the Philippines his closest attention. A man of mature years, he is young in Congress but winning an enviable reputation there. He is quietly seeing what can be done to further the progress of the Philippines and the mutual interests of Filipinos and Americans together with America's

national interests. In this category perhaps it should be said that he places America's national interests above all other considerations; yet the welfare of the nation is, with him, the essential welfare of all. No party of Congressmen ever visited the Philippines with more earnest desire to make their observations of value in future discussion of the islands and in new insular legislation. There is no doubt that the proposal made by President H. L. Heath in his address to the Congressmen, to extend to the Philippines the Federal administration that territories commonly have and always require, will be given due consideration. There is no doubt that the present tenuous political ties between the islands and the homeland are seen to be too fragile to be effective.

J. A. Stiver, called upon at the luncheon, supported the territorial plan as the only feasible remedy for the present situation. The *Somme* takes most of the Congressmen away, for sojourns in China and Japan or a direct trip back to the United States. Congressman Chalmers goes on to Europe. Congressman Wood is among those who feel that each year at least some members of Congress should visit the islands and return a report to their colleagues on what they observe. It is a good idea, first broached in the form of a bill by Wainright, out here two years ago.



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The Ilokano: Why He Migrates: Where He Goes

By WALTER ROBB

Dr. H. Otley Beyer, leading authority on Philippine peoples, estimates the present Ilokano population in the Philippines to be 1,750,000. There is a net increase of at least 25,000 per year, he thinks. The native Ilokano provinces, Ilokos Norte, Ilokos Sur and La Union, are filled up; they are overflowing with population. It has been so for years, so that emigration to other regions is suggested by the primal law of self preservation. Our front-cover this month and the picture accompanying this paper show young Ilokanos getting out of the islands on the *President McKinley* to Hawaii and the United States. They are down at Pier No. 7 for inspection by the U. S. Public Health Service. Most of them, going either to Hawaii or San Francisco, have paid their own steerage fare, P120 if to Honolulu and P175 if to San Francisco.

They seem a big crowd, they are a big crowd, yet they are just typical of the crowd leaving the islands for other American soil by every available passenger steamer sailing east. In 1925, when Judge Gary reluctantly accepted the eight-hour day in the plants of the United States Steel Company, he said there were prospects of obtaining the additional necessary workmen from the Philippines. He was quite right, the prospects were excellent, and the workmen are going. Whether they work in steel plants or not is a study that must be made in America, not here; they at least gravitate to the industrial cities; they are capable of working, they must work somewhere, and they do.

But workmen are not the only ones who migrate. On the last *Empress* to leave the Philippines were twenty Ilokano school teachers paying their way second class and bound for Seattle. They included all but two of all the male teachers from the town of Santo Domingo, Ilokos Sur. They will not teach in America, but they will find employment above the level of the steel furnace and the salmon boat.

Look at this table of Filipinos, principally Ilokanos, who have migrated to Hawaii and the United States during the past ten years:

Year	U. S.	Hawaii
1917.....	166	2,658
1918.....	806	2,769
1919.....	1,017	4,108
1920.....	915	3,547
1921.....	480	7,012
1922.....	291	8,468
1923.....	522	8,143
1924.....	1,924	10,082
1925.....	1,427	7,215
1926.....	4,381	5,046

Now we have an annual surplus population of 25,000 to account for, and it is observed that even in 1926 slightly less than 10,000 went to Hawaii and the United States—many of those who first stop at Hawaii going on later to the mainland. There are still 15,000 to distribute. Their emigration from the home provinces is mainly, though not wholly, confined to other regions of the islands. Perhaps 5,000 a year find their way into the Cagayan Valley; others migrate southward into Nueva Ecija, which they have made the leading rice-growing province of the islands. Going to Mindoro depends upon circumstances governing the sugar industry there; just now these circumstances are favorable, so Ilokano families are going to Mindoro. Thousands go to Mindanao, but the most interesting and novel migration is into British Malaya.

Quite recently the British North Borneo government discovered the virtues of the Ilokano agricultural settler. Few are his superior, anywhere; so inducements were offered him to go to Borneo. He gets an enviable tract of land there, in which his rights are protected and where it is made convenient for him to put the fields into cultivation. Red tape is cut to the smallest measure—not to the broadest, as the government seems to do here—so the Ilokano goes to Borneo and prospers.

The government shares his prosperity, and so does the country generally.

"British North Borneo," remarks Percy A. Hill, "is now forging ahead. The old policy of subsisting off wild products is being rapidly changed, cultivation is found more profitable. Even along the line of the short railway and the coasts there are flourishing plantations of rubber and abaca. Japanese from Davao (Mindanao, P. I.) have introduced the abaca, once a Philippine farm monopoly. Plantations of coconuts and African palms are scattered but are rapidly

an export crop, there is no domestic demand in Ilokos Norte, Ilokos Sur and La Union for labor. These provinces have long been at the population saturation point, the population of La Union is some 1,250 to the square mile; it is equally as dense in the other provinces, where the land is habitable at all.

(In the Ilokano region, too, the scope of industry is very limited. Farming, and that rice farming, is practically the only industry. Dr. Beyer's remarks, to be quoted later, do not conflict with this general statement, in that the farming pays so poorly that its returns must be eked out with other earnings. Actually the struggle for bare existence is a bitter one. The *Journal* has shown in an earlier paper how the size of Ilokano farms has steadily been declining, which may be seen by comparison of the census of 1903 with that of 1918; and yet it is to hold the remnants of land inheritances that the stronger



The New Stream of Emigrants to America

being extended under the new land laws offering equal opportunities to all who comply with the regulations."

The Ilokano immigrant has his part in this development. He is adaptable. Leaving home as a mere husky young farmer, in America he finds his place in city industries as well as on farms growing crops he never heard of before, and in Borneo too he learns to grow more than rice. Having to earn a livelihood, accustomed to stern conditions, he sets to work with a will and soon gets the hang of things. The Bikol region of Luzon, not Nueva Ecija and the Cagayan valley alone, now makes a place for the Ilokano immigrant. He goes where he can live; he goes into North Mindanao as well as into South Mindanao; it is always sufficient for the first few pioneers to write back that they have got hold, to bring on many others, which explains the mounting figures on emigration to the United States.

One of the most transparent aspects of the rubber propaganda, which is hard to comprehend and probably inexplicable to its very sponsors, is the assertion that the labor available is insufficient in the Philippines. Yet among Ilokanos alone there is a potential supply of 25,000 new men each year; bonanza would not adequately describe the farm project that would accommodate them.

But this aside, truth is, as the *Journal* and reputable contributors have consistently maintained, that labor in plenitude is to be had in the Philippines, at living wages. Men who wish to get into the American tropics need not hesitate for fear of insufficient labor. It is the best crop of all in the Ilokano region; others sometimes fail there, but it never does. And it is wholly

members of a family will club their pittances together and furnish a weaker member with funds to pay his steamer passage. He is simply told to get out, he is given his hat and the door is significantly opened for him.

This suggests the type of emigrant. The man who has gone to Hawaii under a contract with the recruiting company has been, necessarily, a selected man. His fare was paid, there were many among whom to choose, so the best was chosen. The process is often, if not quite generally, reversed with the fellow who pays his way. He would like to stay at home too, but the stronger ones say no, get out: we are here and we propose to stay.

The poor devil has to go. He may not be so bad compared to other native peoples, but he is weaker than the brothers that root him out. Life is therefore a very selective process among Ilokanos, the fittest survive, the less fit migrate. Of course many die, infant mortality figures would perhaps be shocking; the stern rule of sheer survival reaches into the cradle without remorse; and yet 25,000 mature pairs of hands each year find nothing to do at home, other hands are at the plow, other deft fingers at the loom.

—Let us look at the topography of the Ilokano region. It skirts the northwest coast of Luzon where the mountains grow well toward the sea. The valleys are narrow, one five miles in width is an exception, and the mountain slopes are precipitous. Something approaching the generous levels of central Luzon is seen at Dingras, where a cut into the hills broadens into a considerable expanse, but elsewhere there is the sea, the cramped coastal plain and the background of niggardly mountains. They are not rich, just naked and forbidding. Yet you will ob-

serve here and there that the Ilokanos have begun to terrace their more distinctive fields in a stepladder fashion, just as do the Ifuganos in the more productive region on the other side of the ridges.

Nature is inhospitable in the Ilokanos region. The soil is stubborn and of mean quality, the floods damaging, the droughts terrible. Yet the people cling there, it is their ancient home. They build irrigation systems for whole communities, and administer them by careful customary laws. They stem the floods and defend the fields as they stem the yield up crops. No wonder that the Ilokanos bears his enviable reputation for industry; no wonder he is wanting in some of the finer distinctions of life, for life to him is a process of unremitting struggle where many perish and the best man—that is, the best in the brute sense—survives.

He will indeed leave such a place, and gladly, to get what he cannot find there, a decent livelihood; and he will go away with habits of thrift and industry already fixed.

The land is old, the soil impoverished. There are acreages that for taxing purposes are declared first class, but they only compare with second class lands in Nueva Ecija; they will not yield more than 50 or 60 cavans of palay (unhulled rice) to the hectare however diligently they may be tilled and watered. They are the best, most farms are not half so good; and so the pressure of population is having still another social effect, it is making the place of the *cacique* as unenviable as that of his peasants. His manor is hardly worth the holding, soon it will be impossible for him to hold it.

As labor has steadily cheapened, the Ilokanos *cacique* may have thought that he was doing very well; so many hands for such limited fields. But now there are too many hands altogether. The rule is that the tenants attend the fields and share the crop, and that in bad times the *cacique* tide them over with loans against better harvests. The better harvests no longer come, they may be expected, but the fields are more peasants, more mouths to feed and more paltry debts to cover. The inevitable will be the breaking up of the estates, the margin of profit is shrinking toward that end. This will come first in the Ilokanos region proper, and penetrate southward through Tarlac, Nueva Ecija and Bulacan. Nor is it a long way off. The government ought to concern itself about the intermediate steps, likely not to be taken without attendant violence unless the surplus Ilokanos population is better disposed of than at present.

Quite near Manila there are several agrarian problems infringing. In the central Luzon valley the peasants, organized, petition for more liberal terms from the *caciques*, whereupon they are served with an ultimatum to leave the land if they don't like the conditions, though upon these lands their families were old before the fathers of the present owners got their rights in the land—something that happened about a century ago. Father Zuñiga, writing in 1805 or thereabout, remarks it in his travels and deplors its tendency. Of course the central Luzon peasants can't accept the *caciques'* ultimatum; they can't emigrate—they are not organized for it as are the Ilokanos—but the *caciques* should have no difficulty in getting the peasants to take their places. If, however, Ilokanos migration were taken care of adequately, pressure would be eased all round.

There is no use contending that this matter has no bearing upon American interests here, because it does. What is occurring among those who do migrate is an elevation in their material circumstances, but the movement of population is insufficient, so that there is actually a general repression of the social status. This affects both production and markets, and its effect is profound. Will a man getting, two pesos a day spend twice as much as one getting only a peso? He will spend, outside of food he must buy, much more than twice as much; and so it happens that Hawaii, because of the work it offers Ilokanos immigrants, is 25 times as good a market, per capita, for United States goods as are the Philippines.

We had better find more uses ourselves for the Ilokanos.

"In physical type," says Dr. Beyer in his *Population of the Philippine Islands in 1916*, "the Ilokanos are of the Malay blend, but with the mongoloid element very predominant. Their comparative short stature indicates considerable primitive mixture also, all three short types being represented. They practice irrigated agriculture and possess the general Spanish-Filipino civilization of the lowland peoples."

"The Ilokanos make a greater variety of manufactured articles than any group in the islands outside the city of Manila."

"The houses of the peasants are much better built and neater kept than amongst most other Filipino groups. The people preserve many social customs and beliefs of pre-Spanish days."

"On the whole, the Ilokos are fervently religious, energetic workers, and good fighters, equaling in these respects, if not exceeding, any

other group in the Islands." This is the sort of "population that spills over our borders by tens of thousands, a wealth of manhood allowed to be frittered away, while millions of acres lie fallow."

MONEY CIRCULATION

Total money in circulation in the Philippines April 16, the date of the latest available report was P147,852,631.29, as compared with P148, 019,828.45 on April 9 and P148,152,479.31 on April 2. Philippine coins, P21,414,370.29; treasury certificates, P91,456,388; banknotes, P34,981,873. Total bank resources on April 16 were P219,976,971.

TABLE SHOWING, BY PROVINCES AND CITIES, THE ASSESSED VALUE OF REAL PROPERTY AND THE POPULATION OF THE PHILIPPINE ISLANDS UPON THE BASIS OF THE CENSUS OF 1918 (Vol. II), AND SUBSEQUENT LEGISLATION BY THE PHILIPPINE LEGISLATURE

Provinces and cities	Assessed Value of Real Property			Population		
	Taxable	Exempt	Total	Christian	Non-Christian	Total
Abra.....	P 7,172,880.00	P 785,150.00	P 7,958,030.00	52,780	19,951	72,731
Agusan.....	5,445,410.00	695,020.00	6,140,430.00	38,596	6,144	44,740
Albay.....	31,100,710.00	6,488,580.00	37,589,290.00	23,224	10	33,234
Antique.....	9,471,690.00	778,300.00	10,249,990.00	154,489	510	154,999
Baguio (City).....	2,673,560.00	6,271,850.00	8,945,410.00	3,920	1,544	5,464
Bataan.....	10,755,440.00	1,341,400.00	12,096,840.00	57,505	835	58,340
Batanes.....	1,991,630.00	164,040.00	2,155,670.00	8,214	—	8,214
Batangas.....	36,281,950.00	2,595,040.00	38,875,990.00	340,197	2	340,199
Bohol.....	30,048,100.00	4,569,260.00	34,617,360.00	358,387	—	358,387
Bukidnon.....	2,092,630.00	201,940.00	2,294,570.00	10,778	37,766	48,544
Bulacan.....	47,289,040.00	6,234,520.00	53,523,560.00	248,591	701	249,292
Cagayan.....	24,809,980.00	6,197,220.00	31,007,200.00	183,863	7,457	191,320
Camarines Norte.....	13,419,300.00	4,474,770.00	13,894,070.00	51,265	816	52,081
Camarines Sur.....	27,754,170.00	3,234,850.00	30,989,020.00	216,899	1,744	218,733
Capiz.....	34,895,780.00	3,280,510.00	38,176,290.00	284,238	8,427	292,665
Cavite.....	18,930,600.00	3,059,870.00	21,990,470.00	157,348	7	157,355
Cebu.....	62,056,060.00	15,346,440.00	77,402,500.00	855,065	—	855,065
Cotabato.....	4,256,830.00	604,850.00	4,861,680.00	118,435	53,543	171,978
Davao.....	23,266,760.00	1,783,630.00	25,050,390.00	62,153	46,069	108,222
Ilocos Norte.....	30,350,030.00	3,178,150.00	32,136,180.00	217,408	1,721	219,129
Ilocos Sur.....	25,532,070.00	3,108,290.00	28,640,360.00	232,218	12,423	244,641
Iloilo.....	94,390,200.00	23,466,370.00	117,856,570.00	495,756	7,193	502,949
Isabela.....	22,708,670.00	1,685,970.00	24,394,640.00	109,009	3,951	112,960
Laguna.....	49,067,410.00	4,501,940.00	53,569,350.00	195,539	7	195,546
Lanao.....	1,847,500.00	209,250.00	2,056,750.00	7,680	83,779	91,459
La Union.....	20,234,950.00	2,826,370.00	23,061,320.00	170,732	7,609	178,341
Leyte.....	43,053,140.00	5,985,260.00	49,038,400.00	597,950	—	597,950
Manila (City).....	245,972,058.00	102,167,075.00	348,139,133.00	285,303	3	285,306
Marinduque.....	9,486,480.00	818,567.11	10,305,047.11	56,864	4	56,868
Masbate.....	7,772,986.00	892,700.00	8,665,686.00	67,513	—	67,513
Mindoro.....	9,226,450.00	1,243,780.00	10,470,230.00	60,790	11,141	71,931
Misamis.....	34,224,810.00	2,755,720.00	36,980,530.00	195,066	3,877	198,943
Mountain.....	8,180,250.47	1,232,295.66	9,412,546.13	8,295	183,427	191,722
Nueva Ecija.....	56,373,240.00	3,963,760.00	60,337,000.00	226,011	1,085	227,096
Nueva Vizcaya.....	6,241,270.00	307,640.00	6,548,910.00	23,124	12,698	35,822
Occ. Negros.....	73,273,930.00	45,991,020.00	119,264,950.00	391,002	5,634	396,636
Or. Negros.....	28,544,000.00	4,660,100.00	33,114,100.00	267,194	5,330	272,524
Palawan.....	4,115,140.00	888,560.00	5,003,700.00	45,656	23,397	69,053
Pampanga.....	55,140,320.00	4,552,650.00	59,692,970.00	256,045	1,575	257,620
Pangasinan.....	83,396,620.00	7,384,010.00	90,780,630.00	565,730	192	565,922
Rizal.....	51,061,560.00	9,065,230.00	60,127,790.00	229,768	488	230,256
Romblon.....	8,727,430.00	545,570.00	9,273,000.00	64,610	—	64,610
Samar.....	25,135,060.00	4,356,130.00	29,491,190.00	379,574	1	379,575
Sorsogon.....	23,076,530.00	4,342,290.00	27,418,820.00	178,441	2	178,443
Sulu.....	3,335,610.00	170,710.00	3,506,320.00	3,721	169,055	172,776
Surigao.....	12,603,500.00	1,121,120.00	13,724,620.00	119,416	2,748	122,164
Tarlac.....	47,970,880.00	3,540,430.00	51,511,310.00	169,105	2,771	171,876
Tayabas.....	75,062,570.00	9,604,050.00	84,666,620.00	210,405	1,628	212,033
Zamboales.....	8,824,940.00	844,210.00	9,669,150.00	80,107	3,643	83,750
Zamboanga.....	18,862,330.00	2,755,030.00	21,617,360.00	65,837	81,496	147,333
Total.....	P1,577,414,454.47	320,880,487.77	1,898,294,942.24	9,501,906	812,404	10,314,310

May: Month of Fiestas and Motor Excursions

The Pilgrimage to Antipolo: Story of the Virgin

May is the month of festivals in the Philippines. Most famous of all, of course, is that of the Miraculous Virgin of Antipolo, Our Lady of Peace and Good Voyage, but the first in the month is that of the parish of Obando in the town of that name in southern Bulacan. It is over, however, with the middle of the month, May 17 and 18, while the pilgrimage to Antipolo has a fame throughout all the islands and lasts throughout the month. At this season of the year, many of the best known families of Manila have decamped from the hot city to their cool cottages in the Antipolo mountains. There they entertain, they resort to the baths and participate in the worship. There is gaming, alas, the rumor runs: there is certainly dancing and much innocent gayety.

The custom is more than 300 years old. No doubt it had some forerunner in the original rites of the Tagalos in the period preceding the first evangelists. (It is not so, with Obando, that festival, and its appeal for fecundity seems to have been brought from old Obando in Spain.)

Franciscan friars were the first evangelists in the Antipolo district, where they made many converts, according to the old records, and the neophytes manifested a peculiar fealty to the mother of Christ at a period before the close of the 16th century. Their field being large and their number small, upon the arrival of the Jesuits in 1626, the territory formerly assigned to the Franciscans was divided. Antipolo and Taytay as well as other parishes in the same region were placed under the Jesuits.

Father Juan de Salazar, S. J., the first Jesuit pastor, encouraged the cult of Mary which had been fostered by his Franciscan predecessors. The miraculous image had not then arrived in the island. It was brought by Governor Juan Niño de Tabora in 1626, when he was on the annual galleon from Acapulco, Mexico, as royal governor. Worshipping in the Acapulco parish church while preparing for the voyage, Tabora was greatly affected by the image and begged that it might be taken aboard the galleon to bestow its blessing on the voyage. His influence effected the arrangement, and the image, begun at Acapulco March 25, 1626, proved a most happy omen. There were no attacks from either British or Dutch corsairs, though Spanish ships were their plunder on the seas. A fire starting in a bale of goods stowed adjacent to the galleon's magazine, was put out before it reached the powder. The galleon even weathered a prolonged calm, yet there was no outbreak of pestilence nor undue suffering from hunger.

So many fortunate circumstances combining to bring the galleon through safely were attributed to the favor of Mary. A most gallant reception was accorded the holy image upon arrival of the galleon in Manila July 18, 1626, and in the public ceremonies which included a procession from St. Ignatius church (which then stood on what is now the drill grounds of the Cuartel de España) to the cathedral (now a hotel), to the Cathedral on the Plaza de Armas, now Plaza McKinley, the enviable title of Our Lady of Good Voyage was bestowed. Governor Tabora then placed the image in the custody of the Jesuit mission at Antipolo and in the care of Father Salazar, who was completing the church which is now and has been for 300 years the sanctuary of the image.

The title of Our Lady of Peace was to come later. Joining with their countrymen who were laborers on the Calamba estate, the Chinese of Manila rebelled in 1639-40 and pursued a bloody campaign up the Pasig river. The government's revenge was the practical extermination of the Chinese colony. At Antipolo, the pastor took the image, her crucifix, jewels and cross and hid them in the nearby forest. The Chinese discovered them, seized the jewels and tried to destroy the image and the crucifix with fire. The flames would not burn them, nor could their spears wound the image, though a stain on the right cheek, which may be seen to this

day, attests where a rebellious spear was thrust by an unbeliever.

Triumphant over the Chinese, the Spaniards and loyal natives prevailed upon Governor Sebastian Hurtado de Coeueva to have the image brought down to the coast. The crucifix was placed in the royal chapel on the Plaza de Armas which is no longer standing, while the image itself was taken to Cavite to protect the shipping. For 14 years in the mid-17th century it remained in San Felipe castle, guarding Gualdape battery on the east wall of the Cavite fortress. Under the inspiration of faith, the Dutch attack was repulsed, so many galleons had been lost, but now the voyages, blessed by

OLD TIME PILGRIMAGES

The trip to Antipolo, an hour's leisurely motoring, was not always so convenient as modern roads and automobiles have made it. When the American régime began, pilgrims embarked at Manila for Taytay on wheezing and perspiring river boats. From Taytay they rode in rickety carromatas and carretelas as far as they could, and hammock men carried them on into Antipolo. Leaving Manila early in the morning, they arrived at the sanctuary at 9 or 10 o'clock at night exhausted by the hardships of the journey. It was not only wearisome, it was comparatively expensive too. Only the rich rode on the boats and in the pony chaises, the poor tramped to Antipolo along the dusty unkept highways or paddled interminable hours up the river in dugouts to vary the agony.

the presence of the image, all prospered: the title of patroness and *capitana* of the royal navies was bestowed.

In 1641 the galleon *San Luis* voyaged to Acapulco and back under the command of Alonso Garcia Romero; in 1643 the feat was repeated under command of Lorenzo de Ugaldé Orilla; in 1645 the same vessel was sent to Acapulco, under command of the command of Hernando Lopez Perona. The next year, the attack of the twelve Dutch ships of war was repulsed and the Dutch driven away. The galleon in 1650 was the *San Diego*, commanded by Agustin de Cepeda. The venerated image is said to have desired to return to her sanctuary, the voyage was abandoned and her wish respected. But in 1651 the *San Francisco Javier* (Xavier) was despatched to Acapulco, where it remained during the winter. It returned to Manila in 1653, escaping three successive typhoons between San Bernardino straits and the harbor at Cavite. Our Lady of Good Voyage was taken upon all these several voyages, upon whose success practically depended the life of the colony at Manila.

The Antipolo sanctuary claimed her once more, and a period of six years of ill-fortune at sea ensued. In 1659, the image was taken on the galleon *San José*, which happily made the voyage to Acapulco and return. The last of the eight Pacific journeys of the image was made

on the galleon *Nuestra Señora del Pilar* in 1746 at the behest of Archbishop-Governor Juan de Arcechea. It was thought, of course, that the gracious image had forebodings of 1646 of the attack to be made by the heretical Dutch, who came the very next time the monsoon changed, and that this was the reason she would not embark for a fourth trans-Pacific voyage on the *San Luis*.

The motor trip to Antipolo is well worth the morning, in order to observe the festivals in honor of the virgin. Father Juan de Salazar built his churches strongly at Antipolo and Taytay, though the latter was burned down during the military campaign of 1899 and has since been restored. He selected splendid eminences for his edifices, of which he really built three, the third being the parish church at Silang, Cavite. The Taytay church is the smallest. A quite a legend tells the reason.

While it was being built, Father Salazar went into the half-completed structure with money he had been collecting to pay the workmen. Passing the crucifix, already in its place, when he was making his obsequies the Saviour spoke from the crucifix, saying, "See to it, Juan, how you expend this money, which comes from the poor." So that Father Salazar straightway amended his plans and made a smaller church.

The early missionaries inculcated a faith the people could comprehend, one which was readily accepted. All these notes are from the booklet on the Virgin of Antipolo compiled by the Jesuit scholars, Fathers Miguel Saderra Mata and Miguel Saderra Masó. They quote liberally from Father Murillo y Velarde, S. J., whose history of the Philippines was written at Antipolo while the parish was under his charge.

Antipolo is not alone in its rich history, but in legend. It is only 20 kilometers from Manila, too, out through Fort McKinley by the river road, over the Pasig bridge, through the town of Pasig, capital of Rizal, and then across the lowland rice fields and into the cool hills. Constabulary guards regulate the traffic at this festival season, but the trip is easily made. The early missionaries were Antipolo in Europe, Americans would journey to by air, and shall we, then, value it the less because Baecker knoweth it not? The elevation is about 800 feet.

A river wimplies by the hamlet and its famous sanctuary. There are many springs and some quite adequate bathhouses. The springs are called the Springs of the Virgin, because legend says the virgin touched the hillsides and caused the waters to flow perennially, that the faithful might never thirst who dwell in the shadow of the sanctuary or come as pilgrims to worship there. Then there is the spring where the wise Father Murillo liked to bathe, and when he had refreshed his body from its labors, to rest on the shady bank and devote his mind to his historical labors.

Learning is bestowed by the waters of the Spring of Wisdom, and in the crystal stream of the others the image of the virgin is sometimes seen. So legend says, and will not be denied; and therefore people from all regions of the islands, Mindanao and the Visayas as well as distant provinces of Luzon, come up to Manila in May and make the pilgrimage to the holy sanctuary of Antipolo. The processions are late in the afternoon. They are accompanied with a veritable torrent in gems, most precious of all being, of course, the crown bestowed at the ceremonies on the Luneta in Manila last December, with the authority of Rome.

But then there are the jeweled robes, and the Toledo sword, with its Arabic engraving and golden scabbard—from a famous goldsmith of Madrid—the sword of the Virgin. It is a substitution from government employes and presented by Archbishop Nozalada to General Blanco in 1895, for his victory over the Moros of Lanao. The ceremony of the presentation was gorgeous, on a special public holiday. General Blanco promptly returned the sword, which is of great intrinsic value, the scabbard set with rubies, diamonds, emeralds and sapphires. He asked that it be given to the Virgin of Antipolo. In a critical moment of the battle he is said to have vowed that if the victory were given him he would do reverence to the Islands' patroness. And so it fell out. There was a great Christian victory.

Our Island Neighbors in the Western Pacific

By PERCY A. HILL

Many dwellers in the Philippines, although fairly familiar with certain parts of the archipelago, often appear to be utterly oblivious of other countries, our next-door neighbors, with many busy millions of inhabitants, intensive agricultural production and huge marine commerce. For the reference here—China, Japan and India, countries which have usages and peoples little akin to the Philippines.

Northward, a few hours' steaming from Aparri, the northern port of Luzon, lies the island of Formosa. About half the size of Luzon, it has been a dependency of Japan some five years longer than the Philippines have been a territory of the United States. Today, its production and exportation of staple products reaches almost the level of the exports from all the Philippines. The material prosperity of the Formosans has advanced proportionately, let none think otherwise. Formosa has just as many schools as the Philippines, proportionately, for fitting Formosans to live; there are great networks of highways, huge sugar centrals, docks and port systems. Formosa has as many miles of excellent railroads as the Philippines have.

Public buildings in Formosa are among the best in the Orient. Formosa has a world monopoly on camphor, which is being judiciously extended to meet demands. A brief glance at her annual trade statistics gives one, as the French say, "furiously to think."

Then there are the Dutch East Indies, with a highly productive population of 50,000,000, whose sugar, tea and coffees are world staples and quoted on all the bourses. Their railways and irrigation systems, public works and developed tropical agriculture, need no comment; they are in a class by themselves.

With practical common sense the Dutch are making haste slowly. They believe nationalism to be a hindrance to the uninitiated, the greatest foe of humanity, a breeder of quibbling and dispute—and they govern accordingly. A race without genuine economic equipoise has no hope to attain independence, either politically or financially. The birthrate in the Dutch East Indies is one of the highest in the world, which shows that stability and the power to survive are on a high plane.

In the outlying possessions are vast projects for increasing production, with liberal grants to the millions of Java who desire to emigrate. In Dutch Borneo the "wild man" is not renowned as in the days of old.

The five countries that make up the loose federation we call Indochina are devoted to a policy of intensive production, with ample means of extension. Tonquin, formerly exporting rice to the Philippines, does so no more; the rice is needed at home. The largest coal mines in the Orient have been developed here.

Cochinchina and Cambodia are the rice countries, from which the Philippines draw annually to supply their deficit in this indispensable staple. Annam is naturally much less fertile, but rubber, gambir, pepper and a dozen other crops have been introduced to make up the deficiency. Tea and coffee culture are progressing, as well as other industries quite unknown heretofore to the natives.

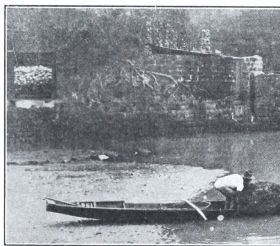
The public buildings of such cities as Hanoi and Saigon are noteworthy from the architectural viewpoint, though less grandiose than those of Bangkok. Their trade is on the highest plane in the French possession in the world; the latter is, of course, on an equally sound basis of exchange value.

Siam, the only independent Malay country, is progressing rapidly, a fact due in part to the mutual jealousies of the French and British.

In Siam the king is the state, neither voice nor vote is needed from those whom he and his princes govern for their ultimate benefit. They believe that political fires are not the ventholes of a country; the backbone of Siam stays at home, works hard, pays taxes, receives

the benefits of a paternal government and says nothing. The king and his able lieutenants in Siam have done more for their country than could be expected, but they work rather than talk. They translate purpose into action, hence the solid progress.

The great export wealth of Siam and its favorable balance of trade derive from the production of rice, following the lead of the French in Indochina and the British in Burma. The yield of rice in Siam last year was some 86 million piculs. The teak trade advances, yet the forests are conserved; India alone, indeed, can approach the Siamese policy of conservation, and the trade balances are annually more favorable. The population is about ten million, the increase per year is 11 per 1000. Both private and public wealth increases. Aviation has been determined upon instead of an army and a navy; Siam has lines of aircraft in operation. Railways measure



Under the Walls of Old Manila

1500 miles, in a dozen places ports and port-works are being extended.

So much for a neighboring country that keeps its feet on the ground and its head out of its clouds.

Turning to the British Straits Settlements, we are at once struck with the immense trade gains and the dividends paid to stock-holders in the rubber and the tin companies. The population is sparse, Malay, akin in the large to that of Mindanao rather than Luzon. Without any enormous burden of taxation, and in return for concessions, the British have provided Mohammedan schools and mosques. They have provided agricultural instructors, to improve the people's wellbeing. They have respected age-old customs and religion, and even superstitions; and in the law codes, in effect, these are all considered.

Singapore, their largest port of the world, stands at the crossroads of the East and is the clearinghouse for all Malaysia. To its founder, Sir Stamford Raffles, its commerce and its bustling bazaar would be things of wonder if he could view them today. The Federated States railways are among the best in the world. A visit to Kuala Lumpur, the capital city built from tin and rubber taxes, reveals it a dream city of opulence and cleanliness—virtues of successful administration.

Bickering doesn't impede progress. Food crops and other tropical commodities receive attention. Postal and railroad services are excellent and education is adapted to the needs of the people. Modern Malaysia is eminently successful. Administrators do not hamper themselves with abstruse ethics which fail to fill the stomach. Manila hemp has been introduced from the Philippines; it covers 70,000 acres in Sumatra and flourishes upon 5,000 Celebes hillsides. Meantime the Dutch monopoly of cinchona, quinine, continues. Cassava growing

for tapioca and starch is adequately encouraged, there is a steady progress in the yield of staples, sugar, rice, tea and coffee.

Among our neighbors the tourist traffic is everywhere well organized. The points to visit are no more attractive than many points in the Philippines, but the crowds go there and do not come here. When they come here, they stay but a few hours; elsewhere their visits are more leisurely, for they find accommodations and appreciate the modern and the material blended with the historical. The results to the countries visited are favorable comment and accretions of new capital.

These object lessons, surely easy to assimilate by contrast show that in the Philippines we are overgrown politically and vastly stunted commercially. The Japanese mandate islands are being planted up to coconuts. The Peleus contain phosphate deposits now worked by Japanese capital and labor. Nauru, kept by Great Britain, while Japan got the German islands north of the equator, ships 100,000 tons of phosphate a year. Papua and the German islands mandated to Australia report an increase of 70 per cent in their cocunut plantations since the World War. Samoa and three little archipelagoes mandated to New Zealand supply her with tropical products, their coffee plantings are being extended. Outlying islands of Dutch Inaulude feel the stimulus of new capital engaged in agriculture—varied interests from pearl and shell fishing to sugo cultivation.

The Moluccas, the old-time Spice Islands that first induced the invasion of the East by the West, are, under the Dutch again giving attention to nutmegs and cloves. Can they come back? The clove trade has gone to Zanzibar, supplying 75 per cent

of the world's consumption of this spice. Fiji extends her sugar fields, her bananas go to such a distant market as Canada. Tahiti, under the French, supplies half the world's vanilla. Even Easter, the most remote island of the Pacific, has made her cattle and sheep industries practical by establishing refrigerating and packing plants. Her profitable herds graze amidst the hundreds of giant monoliths, all that is left to hint of a forgotten race and their forgotten civilization that perished centuries ago.

No doubt we are advancing in the Philippines. We are, but by no means to the extent that we ignorantly think we are, and by no means to the extent that is required even by the population we now have. Our neighbors have in fact ceased to view the great experiment in the Philippines with any but perfunctory interest; their common observation is that they can profit as much by avoiding our mistakes as by copying our success. In this way they achieve what Roosevelt described as "an advance along the whole frontier of civilization," which means and always will mean, the utilization of natural resources so that living generations may enjoy more normal and more comfortable lives. They feel it true that man cannot live by bread alone, and still more vitally true that unless he have bread he shall soon cease to live at all.

Rice Mills.—Rice is not a Philippine export product but is by far the most important item in the native diet. There are 820 mills in operation, most of them small and requiring not more than two workmen each. The Chinese control the rice trade of the islands and operate the greater part of the larger plants although some are native owned. It is estimated that the total capital investment in this industry amounts to more than \$100,000,000 and that the industry handles approximately 2,000,000 short tons of rough rice annually valued at nearly \$100,000,000.



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EDITORIAL OFFICES

American Chamber of Commerce

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VISITORS

Visitors in general benefit the Philippines, where they are coming in increasing numbers and staying longer. They leave no little money behind them, in the aggregate. The Manila Hotel has already made a handsome profit this year, out of its transient custom and the evening dancing business. Probably other hotels have had their share of patronage, indications are visible in the new apartment and apartment-hotel buildings on Dewey Boulevard. As to Baguio, the place has been overflowing all spring both with people from abroad and from the lowlands. Travel editions of periodicals still come off the press without a touch of Philippine publicity, but we don't succeed altogether in hiding the light of our hospitality under the bushel of our indifference. We are getting a sizable volume of tourist business, which judicial advertising would augment.

It is a good thing, too, to have the congressional visitors. They see that, after all, it is not politics in the Philippines. Congressman John Q. Tilson of New Haven was pleased to find more cooperation than opposition. He said the first would get somewhere and the second would defeat its own ends. He will go back and tell Yale all about it. Better, he is the minority floor leader in the House, and will now be better informed about what to do with Philippine measures. So it will be with all, perhaps even with Congressman P. E. Quinn's, though he came as a *withdrawalist* and left, he was in an unshaken mind. They must all see the value of the islands. Quinn's, in a way, is a remarkable tribute, that Luzon lands are as fertile as the best Mississippi cotton lands. Let him talk a great deal about his trip and his opinions, if he include this. Anyway, the press boys picked it up. The wireless hymned the message that Luzon is, in Congressman Quinn's opinion, as rich as Mississippi.

That does no harm. Welcome to all visitors. May their tribe increase.

JUSTICE

There is no telling how much a Congressman may see here. Some may look into our courts. They might see, in cross-section there, the government at its best. One judge abandons Jolo for Baguio, leaving a crowded criminal dock behind him and public order in the balance. Another presides in his pajamas. Charges both grave and ridiculous are pending against a baker's dozen in as many of our ill-fated *arrondissements*. Ought Congressmen to look into such matters? Are they right in saying that the bench is recruited among young men educated at public expense who have taken the course in law and have been pensioned to graduate work at American universities—so that their callow judgment inevitably reaches the conclusion that the state owes them a living and their debt to the state is nil? The calamity rests not upon a race, but upon an absurd governmental practice. Suppose all the guilty were given the sack, who would then don the soiled ermine? A few Americans accustomed to earning their living might be found, but would they be confirmed? The jobs, which are life billets, would merely go to other immature shoulders weakened by public pampering.

The method seems of little value to the public service, and downright harmful to young manhood. It costs millions.

ETHICS

The law does not compel, and ethics seems not to dictate, that judges hand down their finding, guilty or innocent, in criminal causes immediately upon the close of the case, as judges must do in the United States and as a jury must do before its release from the custody of the bailiff. The enormity, therefore, of the judge who had been trying twenty men for sedition and their debt to the state is nil? The calamity rests not upon a race, but upon an absurd governmental practice. Suppose all the guilty were given the sack, who would then don the soiled ermine? A few Americans accustomed to earning their living might be found, but would they be confirmed? The jobs, which are life billets, would merely go to other immature shoulders weakened by public pampering.

If Congress will, it can stop the practice.

GENDARMES

Anent the executive secretary's proposal for police commissioners and possibly a department of police. No one can claim a paucity of police either in Manila or the provinces. In the city they are everywhere. To the hurrying motorist many provincial points appear as yellow blotches; these are the lined-up local gendarmes and detachments of constabulary. God knows we have enough of them. The commonest remark of visitors is, How many policemen you have! We look about, then, and see the men in uniform and the others in plain clothes. We agree.

PARAPHRASE

As a news correspondent we recalled Dewey Day, May 1, marking the 29th anniversary of the Battle of Manila Bay, in a dispatch of which we now make a paraphrase:

May 1 was the 29th anniversary of Dewey's victory in the Battle of Manila Bay over the Spanish fleet, the first step in America's destruction of Spanish power in the Orient dating from Magellan's voyage in 1521 and formally established in the Philippines in 1565 with Legaspi's occupation of Cebu. At Manila Dewey vanquished the Spanish cohorts Legaspi raised in 1571, with a fleet of about a third the tonnage either Great Britain, Japan or Germany had in the Extreme Orient at that time; but Great Britain and Japan, though neutral, manifested their purpose to align with America if necessary.

Thereafter, America mobilized her first military overseas expedition, chiefly volunteer state regiments, who, under Major General Thomas M. Anderson, concentrated at Cavite and occupied Manila August 13. General Ellwell S. Otis, succeeding Anderson, became the first American military governor. He found among the men and officers of that late Victorian generation of Americans, men capable of every duty the military required or civil government exacted. General Otis forthwith founded government in Manila and the provinces, opening schools and courts of justice. His work, cut short and overshadowed by the civil régime, has never been adequately appreciated by American historians.

The gray-haired remnant of the volunteers making America's effort possible remains today the backbone of the American community in the nation's farthest outpost, with General Wood, who, under Taft, undertook the pacification of Mindanao more than a quarter of a century ago, a governor general. Taft had facility in writing laws. Many he wrote in 15 minutes remain on the statutes today, standing the test of time; though two, the code of civil procedure and the marriage law, date from Otis' period. Overseas trade figures show the islands' advancement from a value of \$34,000,000 in 1899, to \$269,000,000 in 1925, America's share advancing in that period from seven per cent to seventy per cent, though Americans remain static around a population of 5,000 to 6,000. Many are veterans of three American campaigns, Cuba, the Philippines and the Boxer campaign.

We would add here but a footnote to President Coolidge's letter in the *plebiscite* matter. It is, that there are two sides to the trade situation: if the market of the United States is practically indispensable to the Philippines, for whom the modern period, the *Meiji*, as it were, began 29 years ago, no less are the islands' products indispensable to the United States. As this is written, too, the *President Grant* is docking at Olongapo with 1500 marines from San Diego mobilized for China but not yet wanted there. Prior to 1898 we had no Olongapo, no Manila, no Philippines—no eastern base. The frankness of the President is commendable, and more would be more commendable still—possibly revealing the ground of common understanding between two people with identical interests.

We ought perhaps to include a third, the Spaniards. Well did Spain carry on here, in many many ways. Many Spaniards are still here, and big Spanish interests. They too have become our responsibility. Morally, and it is also in the treaty. A trinity of nations is in fact concerned for the uninterrupted success of occidental civilization in the East.

ERROR

Not all Congressmen are equally observant. One who addressed the Rotary club observed the following: "The home, composed of a disciplinary father and a sympathetic, wise mother doesn't function in the Philippines. You have a got here. Nothing, of course, could be much further from the truth, fidelity family being proverbial in the Philippines. No doubt the man who made the remark will come to regret it. Truer, but obviously unnecessary, was the observation of one of his colleagues about the wayside homes between Manila and Baguio. Instead of indicating a want of taste in home surroundings, these homes really indicate what the peasants are able to achieve in esthetic environment. There is a native appreciation of beauty, but among millions there is hardly any means of satisfying it; and criticism ought not to attach to people who are making the best of adverse circumstances it is beyond their power to remedy or even to ameliorate. Poor people have poor ways, a truism everywhere. Criticism may attach to public leadership, however, that adorns the occasional palace and leaves the hut in naked ugliness. But criticism is not a remedy except as it may induce a regard in the class that rules for the economic welfare of them they rule. We hope the Congressmen all reach an accord with Coolidge, that economic advancement is the key to the Philippine problem. They may then find means of applying it to our locked-up resources.

AFTER FIVE O'CLOCK

Arthur F. Fischer, director of forestry, returned to Manila with his family on the transport *Somme* from the United States. During his year's absence he attended conferences on forestry matters in Europe and America and advanced the interests of the Philippine lumber industry.

Major General Johnson Hagood, U. S. A., arrived in Manila on the transport *Thomas* May 3 to assume command of the Philippine division at Fort William McKinley. He is an officer of great ability and a man of high repute both in Army and civilian circles.

O. O. Hanson, well known insurance man, left Manila for the United States on the *Empress of Asia* expecting to return to the Philippines in about a year.

Major Wm. H. Anderson and Mrs. Anderson left Manila for the United States May 7. Major Anderson is building a hotel in Los Angeles and will divide his time in future between New York, California and the Philippines.

H. B. Pond, president of the Pacific Commercial Company, and Mrs. Pond left Manila May 7 for a brief visit to the United States, expecting to be back in the islands within three or four months. Mr. Pond went on business.

TAXES \$41,900,000

The insular auditor's annual report for 1926 shows the government's revenue to have been \$41,900,000 and \$44,252,000 in 1925. Last year's outlay by the government was \$48,617,000 and \$41,335,000 in 1925. Last year \$2,000,000 went to cover old losses of the Philippine National Bank and business investments increased \$4,362,000 to a total of \$34,443,000. The cash surplus at close of business January 31, 1926, was \$34,795,000 against \$38,762,000 at close of business in 1925. All figures are gold, round numbers.

Thirty-one Americans left the Philippine civil service during March. Most of them were teachers in the public schools who had been doing school classroom work. City Superintendent H. A. Bordner is in the United States recruiting to fill the vacancies.

REAL ESTATE

By P. D. CARMAN

San Juan Heights Addition

Sales City of Manila

	March 1927	April 1927
Sta. Cruz.....	\$292,082	108,606
Malate.....	200,663	64,094
Paco.....	178,576	27,168
Sampaloc.....	239,377	96,476
Ermita.....	288,593	48,888
Tondo.....	77,231	48,508
Sta. Ana.....	59,791	10,950
San Nicolas.....	81,600	89,600
Binondo.....	141,000	141,000
Quiapo.....	79,000	78,300
Intramuros.....	90,900	33,000
San Miguel.....	7,418	10,750
Pandacan.....	2,500	220
Sta. Mesa.....	174	
	\$1,733,105	673,760

The above is the lowest April business since 1921 as shown by the following totals:

1919.....	\$1,556,352	1923.....	\$ 729,829
1920.....	1,535,135	1924.....	689,218
1921.....	401,997	1925.....	1,196,751
1922.....	704,789	1926.....	1,298,722
	1927		\$673,760

President Coolidge's Philippine Economic Summary

It is believed that it is well worth being somewhat detailed to bring out exactly what the loss of the American market would mean to the Philippines.

In the calendar year 1926, 761,000,000 pounds of sugar were imported into the United States from the Philippines. The duty waived on this sugar was slightly less than \$17,000,000. Of this, \$13,000,000 approximately accrued to the producers of sugar in the Philippines in the increased price thereof.

In the calendar year 1926, Philippine cigars to the value of \$5,047,000 were admitted into the United States free of duty. The granting of this privilege meant the waiving of \$1,495,700 customs dues. It is well known that no Philippine cigars could enter the United States market paying the customs duty imposed on foreign cigars. Approximately eighty per cent in value of the Philippine cigar exports come to the United States.

While, due to the lack of capital and to conservatism, the Philippines have by no means taken full advantage of the opportunity offered by the American market, yet there are a few industries—not inconsiderable when compared with the industries of the Islands—the very existence of which is the result of the open market of the United States.

In 1926, there was imported into the United States from the Philippines coconut oil to the value of \$22,000,000. The duties waived on the entry of this oil amounted to \$4,900,000.

During the same year desiccated coconut to the value of \$2,682,000 was imported into the United States from the Islands on which a duty of \$1,000,000 was waived.

Cotton wearing apparel to the value of \$5,400,000 was admitted during the year, on which a duty of \$4,000,000 was waived, and laces to the value of \$368,000 on which duty amounting to \$276,000 was waived.

Briefly, there was waived on Philippine products entering the United States duty amounting to \$42,000,000.

The total exports of the United States to the Philippine Islands for the year being considered amounted to \$71,500,000, and on those products entering the Islands duty of approximately \$12,800,000 was waived. In other words, the duties waived by the United States exceeded the duties waived by the Philippines by nearly \$30,000,000.

Do the people of the Philippines realize the effect of these economic facts, and do they appreciate what would be the effect on their progress, their standard of living, their general welfare, of the abolition of the present trade relations?

The public works, marking outwardly the development of the Islands, were in a great degree as is customary, built with borrowed money. The bonds of the Philippine Government have been made tax certain in the United States and have been given certain other advantages as a result of which the Philippine Government has borrowed its money at a rate of interest at least three per cent lower than it could have been borrowed by an independent government in the Philippines, if indeed it could have been borrowed at all. This means, conservatively, that the Philippine Islands is paying \$2,000,000 annually less interest on its present indebtedness than it would pay, but for its dependence on the United States and the credit that relation gives to the Islands.

In 1926, the United States spent in the Philippines in the upkeep of the Army, Navy and other services the sum of \$14,500,000, or over ten per cent of the value of all Philippine products sold abroad.

—Extracted from President Coolidge's Veto of the Plebiscite bill: April 6, 1927.

O. M. Butler: His Work as U. S. Trade Commissioner



Ordinarily this corner of the *Journal* is reserved to a tribute to an old-timer. This month we devote it to a man who is decidedly a new-comer, O. M. Butler, United States trade commissioner, here less than two years and already departed for his new post in the bureau of foreign and domestic commerce, the management of the Detroit office. The reason the usual rule is broken is because Butler is the exception. The writer rates him the most capable trade commissioner ever assigned to Manila, the community may well congratulate itself if his successor fills the post equally well.

Butler conceived his business to be the promotion of American and Philippine trade. He did it, he knew how to go about it and he went about unceasingly. Two phases of trade investigation he carried on simultaneously, specific investigation and report on specified lines of trade, and general but detailed investigation of broader commercial problems. Naturally he was entrusted with many commercial confidences, every one of which was kept inviolate. His immediate predecessor, Edwin B. George, worthy and capable, had gained the confidence of the commercial community of Manila; in the hands of Butler this confidence was never shaken.

The Manila office is comparatively new, it has not been in existence some six years. One of the fundamentals, lacking until Butler got a chance to secure it was an economic survey of the Philippines such as the department (it is

the department of commerce) had made for certain districts in the United States and to some of its foreign offices. Butler's chance to do this for the Philippines came last year. He was sick, but he seized the opportunity and made a thorough job of it.

An inkling of what this report is may be gleaned from the paper, "Salient Facts about the Philippines," which is appearing under Butler's name in the next issue of *Rosenstock's Manila City Directory*, out in June. But this, in good as it is, is a mere multiple boiling-down. The basic material was amorphous and voluminous, "knowledge, the mere material with which wisdom builds," and it had to be assorted, classified, edited, excised, rewritten and coordinated—no small task for a man all the time figuratively on the railing of a hospital bed.

The result is that the department has comprehensive and invaluable information about the Philippines in quickly accessible form. A formal volume, which the subject surely deserves, may be the final outcome. At any rate, the part to be done here is done, and done well.

But not all the effects of his work here since July, 1925, when he relieved George, are so remote. He has been directly responsible for large increases in American trade. In behalf of exports he has been equally zealous. He has shown remarkable ability to cooperate, work quietly and effectively—and exhaustively. The transfer to Detroit is made by the bureau of foreign and domestic commerce on account of his health; it is anticipated that he will recover in a northern climate from the stomach trouble that has affected him in the Philippines, and thereafter it is probable he will again be assigned abroad. The *Journal* wishes him the best of luck. The office is being taken over by his assistant during the past year, Wilbur K. Hoyt.

Typhoons: Their Assaults on Steam and Sail
Two Masterful Descriptions From Pens That Scribbled Through the Storm

About ten weeks ago the American steamship Elkton, United States Shipping Board vessel under charter to the Dollars, sank with all on board, the victim of an out-of-season typhoon in the neighborhood of the Marianas islands. It is said that three other steamers went to the bottom in this terrific ebullition of the ocean which the Spaniards gave the sinister name of "the graveyard of ships" centuries ago—the Pacific between the Marianas and Carolines and the Philippines. Until the era of steam on the Pacific, vessels making the voyage via Guam to and from Manila could not be covered by insurance during the typhoon season, that of the autumn equinox, and not infrequent disasters even now demonstrate that the skill of man in ship construction has not yet conquered that monster of the South Seas, the typhoon. The description of a steamship voyage through a typhoon, which follows, was written by J. Courtney Hixon, who died in Manila last year after a long career in the Philippines as a lawyer. It was written in pencil on an ordinary writing pad, which was retrieved from the debris on the floor of Judge Hixon's offices after the auction of his effects. The description of a voyage through a typhoon by sailing vessel is translated from Juan Guerra's *Viaje a las Marianas* and dates about 1875.—ED.

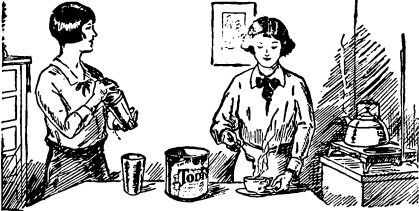
STEAMSHIP WEATHERING TYPHOON
J. Courtney Hixon

November 4.—Just aboard ship. Fine, done in white and gold. My berth large, and room all alone. Opposite me is Mr. F..... of the noted case. Say we sail at 10:30. Big mistake. Officers say, in private, at one. Have been writing letters. Last letter to Loric. Eulalia takes it ashore to mail.

November 5.—Find I have more chance to send off letters, so I scribble notes to several friends—two to Stotsenburg, my last notes to Clements and Loric, at 1 a. m. "Going in 15 minutes!" Another mistake. Someone lost their bill of health. Delayed hunting for it—never found it. At 1:30 a. m. the Captain said, "Let the sail without it! Get another in Hongkong. Up with the anchors!" One hour turning around—all other passengers but myself turned in. Turned around at last, passed through breakwater to bay at 2:20 a. m. Full speed now, for Corregidor. I want to see Corregidor at night. To bed, telling steward on watch to wake me when we get near Corregidor, which will be nearly 4 a. m. The bay is smooth

as glass, no breeze, and hot on deck. Cool in berth, with big electric fan.

After a little over one hour's sound sleep I awake. Steward is fast asleep. I go on deck. There is Corregidor! Not far away, dark, frowning, no lights—nothing to remind one that Uncle Sam has spent millions there to make an impregnable fort. I wonder if it be true. I see no sign of life, nothing but the blinking old lighthouse on the topmost peak—it was there before Dewey came to Manila. So I say, "All asleep." Not so! Just then a blinding light flash on our ship—then another one, at a different angle. Bay bright as day



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TODDY
 HOT OR COLD

around us. Then darkness—nothing more. No, Uncle Sam is not asleep at Corregidor. The second most powerful searchlights in the world had measured us in a moment—found us harmless and gone into hiding again.

I think of warring men. Horrid—the blood and treasure that feed the engines of war. The widows moan—the orphans wail. (Judge Hixon was a veteran of two American campaigns, that in the Philippines and the Boxer affair.) I look back at Corregidor now. Its woods and cliffs tell nothing of its terrible engines of death. Only the light on the lonely lighthouse winks and blinks at us—beacon of commerce, showing the way to Manila. Peace, not war. But * * * some night! Ah, well. But I am sleepy. To my berth.

5:45 a. m. Wide awake again—on deck. Beautiful view. Mariveles behind us, the Zambales range of mountains on our right. We are skirting the mountain coast of Luzon.

Soon old Sol shows up from across Corregidor—beautiful sight, almost like a reversed sunset we so often see. 7 a. m. The boy with his tea and toast hunts me out on the deck, where, barefoot and in my pajamas, with other passengers I loiter in the fresh morning air and gaze on the Zambales mountains. My mind goes back to the hardship and adventures of another time, in those same mountains. I loved it then—now I love the memory of them. The tea—it is fine. Salt bath—glorious! Another cup—such tea I have not had since my days in ancient China. 8:30 a. m. So this is the breakfast hour. I am hungry. Fine breakfast—ravenous appetite. Then back for a long walk. I feel like a king. But the sea is all glass, hardly a ripple. Still we skirt the coast of mountainous Luzon. Now we turn to the west a little more.

1 p. m. Luncheon—fine! Fine appetite. Take note of the passengers—only about a dozen. Not a lady on board! Thank the Lord for that! Not that I like the ladies less—just like to be comfy and barefoot all day long. Fine! Passengers of all nationalities.

3:40 p. m. We see the last of the Luzon

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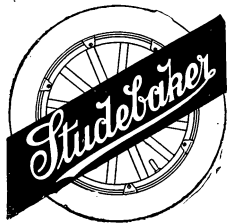
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mountain tops—no more land for us till we near Hongkong. But I am disappointed, the sea still calm and mirror-like. Cannot even feel that ship is moving. No vibration. Never saw such a steady ship. I am forever wishing for whitecaps and rolling waves. I speak my wishes. Some passengers seem to be bored with me. I cannot help it: I love the white-capped waves, and long for them.

5 p. m. The English tea again—finer than ever. I have been walking a lot up and down the long, long deck. Such an appetite! I wish the dinner gown would ring.

6 p. m. There it is, the dinner gown. Fine dinner—fine appetite. I feel young again. Up and down the long deck I have a brisk * * *. (There is a break in the notes here, sheets 9 and 10 missing. The ship seems to have been the *Aldenham*, from a letterhead stuck in the pad, of the "E. & A." Line. The year was 1912.)

November 6.—I woke up at 12:30 a. m., first time the ship inclines. I must be upset up against the wall. Porthole closed, so electric fan running all night. (Anyone who knew Judge Hixon or attended the auction of his effects in the steps taken to wind up his estate, will have been impressed with his astonishing addiction to electric fans, for his rooms were furnished literally with dozens of them of all dimensions.) Wind striking wall above, my head shoots down and onto my neck and right shoulder. But I am too sleepy to do aught but go to sleep again.

Now, at 6:30 a. m. I am awake again; up and had my tea. But there is a bad crick in my neck. No matter, the waves are steadily increasing in size, wind getting stronger. Just a little cloudy now—flying fragments of clouds. 8:30 a. m. Finer breakfast than yesterday, finer appetite.

11 a. m. Sky as clear and blue as the sky of Italy. No clouds. Waves growing bigger. Strong winds from directly ahead. Seas as blue as blue can be, save the countless whitecaps that ride the tops of the waves. Magnificent spectacle!

Captain says we are in for a big typhoon this afternoon or with the night. Good luck! But my stiffened neck hurts dreadfully. I take a photograph of the beautiful sea. (Judge Hixon was a skilled amateur photographer, it was one of his several admirable hobbies.) Wonder how it will look.

Just finished my bouillon.

A big steamer in sight. Some miles away, bound towards Manila. Officers say she is one of the big "Blue Funnel" ships. First ship we have seen since we left Manila bay. 12 m. Bulletin shows we have sailed 283 miles since noon yesterday—and to Hongkong 239 more. I am sorry we are so close to the end of our voyage. We reach port at 8:30 a. m. tomorrow, says the captain—the weather permitting.

1 p. m. Splendid lunch; same splendid appetite—always so. But some passengers are not visible. No wonder—the waves and winds increase. 3 p. m. All but I seem to be asleep—I have been entranced by the great blue waves, dressed in their snowy white plumes. The typhoon is veering around. We get the wind directly on our larboard side—from the northeast.

3:30 p. m. Things getting lively. Sweeping gray clouds shut out the sun. The waves are no longer blue—just a leaden-hued color. More whitecaps than ever. In the distance—from towards Manila—comes a howling sweeping gale of rain. Everything is dull gray except the whitecaps. The typhoon is steadily getting worse—sorry for some of the passengers!

Tea and dinner as yesterday—except the captain and I stayed alone for an hour at dinner table. Got to be very communicative to me when he discovered I knew some of his old friends. Will come to see me and dine with me next time he is in Manila.

9:30 p. m. A howling demoniacal typhoon has us in its grip. I like it—but my neck hurts awfully. I went up forward just now, the prow is sometimes pitching fifteen to twenty feet into the air. Pitchy dark—I am sorry I cannot view the scene any better. Every passenger

but me has crawled into his bunk. I shall soon do so too. The storm is getting worse—there is no comfort trying to stay on deck, or in the smokingroom nor saloon. With this weather we must slow down—and be late reaching Hongkong tomorrow.

SAILING SHIP IN TYPHOON

BY JUAN ALVAREZ GUERRA

Neither the weathercock, the clouds, the barometer nor the aspect of the skies presaged to us anything of the wind, absolute immobility prevailing in the ocean and in the sails. Such was the weather when the vesper twilight came.

He who has never contemplated the evening twilight in the intertropical regions has not seen the arch of heaven in all its beauty. In the twilight of which we speak it seemed that the Creator had purified the divine celestial colors

to disperse them over the bending sky in all its immensity, where little by little they blended softly into each other as the giant of light receded in splendor beyond the western horizon. We were all on deck; we were all struck with admiration, all silent, for our spirits were transported on longing wings into another and more exalted realm.

All was feeling, all poetry; and another day was dying.

A light breeze from the southeast touched the sails, murmuring dolefully through the rigging and the shrouds, and compact and heavy cumulus curtains struck through with the red sword of storm appeared on the eastern horizon, fetching in their wake the grim winding-sheet that quickly enough would envelope all space, opening a leaf in yesterday's history and blotting out a page in the book of tomorrow. What the soul experiences in such moments cannot be explained. Mortals approach their God, and

NOTICE

CHANGE OF SCHEDULE

BAGUIO NIGHT SPECIAL TRAINS

to govern during the period shown below

From Manila	From Bauang Sur and Damortis
Leave April 22	Leave April 24
" 25	" 27
" 29	May 2
May 3	" 4
" 6	" 8
" 9	" 11
" 13	" 15
" 16	" 18
" 20	" 22
" 23	" 25
" 27	" 30

NO CHANGE IN TIME OF DEPARTURE AND ARRIVAL AT STATION

Train scheduled to leave Bauang Sur and Damortis Sunday night, May 1, will be canceled, and Train will leave Monday night May 2.

Train scheduled to leave Bauang Sur and Damortis Sunday night, May 29, will be canceled and Train will leave Monday night, May 30.

The last Monday night special for the season will leave Manila, Monday, May 23. Friday night specials will leave Manila, June 3 and 10.

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man is too insignificant to lift himself on lofty wings out of the purview of his Creator. The end of the day was like the last sigh of an expiring spirit. The last breath of the dying is a supplication, the last glimpse of the setting sun is a prayer.

The twilight of dawn is activity, life. The evening twilight is emotion, grief, poetry. The morning is youth, spring; and the evening is autumn, melancholy. Dawn is the gay trill of the nightingale, the exuberance of life and of the green leaf, the spontaneous cry of "Land!" of the shipwrecked sailor. Evening is the solitary clamor of the dove that grieves in the woodland, the leaf withered by the northwind, the white grave-wrappings, that like the wings of the lone sea-gull haunt the poetic depths of the ocean.

The brief twilight of dawn excites the imagination, the vesper twilight conjures memory: the tear of the mother parted from her child, the thought of a lover for his beloved, the inspiration of the poet for another hymn to sorrow. All the conceptions of the mind at the setting of the sun are but new tributes to sentiment.

*.

The cry of "Luff! Luff! Hard a-lee!" was the salutation my awakening received on the morning of the 4th.

"It seems that we luff, head into the wind, eh?" I said maliciously to the Recollecter father who was my cabin mate.

"We have been tacking valiantly all night," he replied. "The breeze has changed into a strong gale and now we have it from a bad quadrant."

The captain's voice interrupted the conversation. His men were at the rigging and his orders were sharply peremptory. We soon perceived that the ship was tacking in the teeth of the wind. The storm increased in intensity. It was possible to take an observation, we found ourselves at latitude 12 degrees and 39 minutes north, longitude 139 degrees and 38 minutes east, Greenwich reckoning.

At two o'clock in the afternoon there was every indication that one of those terrible phenomena known as typhoons was upon us—the dreaded typhoon, which occurs in the China sea and in certain defined latitudes of the Pacific.

Breast seas from the northeast, terrific gales from the quadrant; intermittent hurricanes, the sky and horizon black and impenetrable, a low barometer, the needle moving incessantly with the shifting weight of the unstable atmosphere, which at times diminished, shutting us away from space, and the next moment changed into a fitful drizzle—all this put us in the greatest alarm, which was in no way allayed by the captain's stentorian orders from the bridge.

"Stand by, the watch! Make all fast aloft! Alive there, on the main-mast!"

Every man was at his post instantly, with silence reigning for a moment. Afterward * * * afterward we could not persuade ourselves that the ship was prepared to weather a typhoon.

The men were at the pulleys and ropes. Cables and chains from the stores were got on deck, new rigging was made ready, and spare top-masts, boats and spars were lashed fast. The pumps were made sure of, the hatches gammoned down. Chains lay about the decks in heaps; the anchor beams were secured. All porches were clapped shut, all hatches and hawse holes. Backstays were reefed, cables were strung from dowl to dowl, double chains were put on the helm, and the helmsman was lashed to his post with two ratlines.

In short, every possible precaution was taken by the captain to make us able to ride out the fury of the storm lowering upon us with all the unchained passion of the elements.

As the afternoon wore away the *Maria Rosario* (this was the ship, the one Guerra had embarked in at Manila for his journey to Guam, more properly *Gujan*), was naked of all of her finery and presented a most dejected appearance, gloomy and terrifying. Surely this was not the gallant ship that had sailed full of merry Spaniards to man-of-war her bowlines creaking in the blocks, drove her light keel through the

blue mantle of the ocean, bordering with lacy foam her silvered track through the calm waters. This was not the coquette of the sea whose heels danced with the kiss of the sunrise in the innocent surf, nor who had bathed her bows in the crystalline waves. This was not the proud mistress of the sea, the sultaness whose imperious command dominated the sleeping ocean.

She was now the humble slave of the powerful sea monster awakened from his lethargic slumber, the monster who roared like a thousand wild bulls and turned the ocean into mountainous convolutions.

That day had no twilight! The passing from the light of day to the funeral night was momentary.

How wretched is a day without sunshine! How bitter the cup, when death presents itself while no friends are near, when there are no flowers, no birds enchanting the garden beyond the window, no lucid skies!

At five o'clock the darkness was complete. Everyone knew the danger full well, yet one spoke of it. The barometer alone was eloquent in those hours of anguish. This, though dumb, possessed the best of logic—the conviction of reality. The lowering barometer added to our despair. Nine o'clock was the hour for the rising of the moon, it was marked by fiercer blasts than ever from the northeast. The barometer registered 29.35; within a few hours it had fallen 65 points. The barometer showed the direction of the gale and the general aspect of the weather led us to conclude that the typhoon would soon engulf us in one or another of its spiral zones.

Close hauling into the wind by the larboard, we barely managed to maintain ourselves, the lower mastsails close reefed, together with the boom-sail and fore staysail. All the other sails were lashed to the yards with stout ropebands.

The labor of the ship increased constantly because of the tremendous wind and the huge seas blown up by the hurricane, which seemed to strike her from the northeast. It is well known that these phenomena, typhoons, have a rotary and shifting movement in their giddy career, giving rise to powerful spirals currents of greater or lesser force according as the zone through which they pass is nearer the center or more distant from the center of the storm which produces them.

The center of the typhoon, styled the vortex, communicates its diabolical movement to the currents circling round it, the intensity of this rotary and shifting movement being greatest in the spirals immediately adjacent to the vortex itself, because these are the most constricted and most reduced in scope. Unfortunately the ship enveloped in the vortex! Unhappy the city or hamlet caught in its grip!

The typhoon came nearer. Would the vortex seize us? That is to say, were we to perish? Only God, only He to whom in such extremities all address their vain appeals know our fate. In the height of our agony and uncertainty, the momentary lull of the gale about us one day seemed to prophesy that it should be our last. The observation at six in the morning added to our despair. The barometer read 29.30. At every observation the atmospheric pressure was greater, the rarefaction of the air more perceptible, and every indication showed the vortex of the storm to be nearer.

We could hardly see beyond the ship, the horizon was level and horridly bright. Bearing down from the northeast increased in fury.

The seas were precipitated over our ship in gigantic waterspouts, which, when they broke, formed again and again for their work of death—the pumps being without effect, though the crew never left them a moment. The impetuous wind drenched us with spindrift. Momentarily the sea concealed the gloomy picture, bearing down upon the poor little *Maria Rosario*, they would strain every timber in her and the ship would groan and tremble. At one moment her bowsprit would plunge into the abyssal depths, and at the next it would come laboriously up and the spume would roll over the poop-rail.

A fruitless effort against one of these assaults, a lunge of the sea at the moment of a hurricane gust, and the bubbling liquid in the turbulent abyss, and closed immediately, would

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have taken to the realms of mystery beings animated with life, health, love, hope, illusions!

Come, you infidels, lash yourselves to a mast; contemplate one of these phenomena and see how distinct is the sophism brewed in the study from the savage and majestic power and reality taught you by a God whom you deny in your little-understanding pride, not because you do not believe in Him! Know that a purple line of foam and bubbles, instantly melting away into the sea, can supplehurl all your false temples and all your cities, that, however great and populous they may be, compared to the ocean's immensity are but palaces of cards that tumble in ruins at the caprice of the child that has but finished building them.

By six of the afternoon the hurricane had reached its maximum. To describe it is impossible, the pen can never cope with these manifestations of nature. He who writes these lines has traversed many seas, he is familiar with marine phenomena, but neither in his memory nor his imagination could he encompass the spectacle unleashed under those skies and in those tropic seas by the merciless typhoon.

The greater part of the sails, though they had been close-furled and gammoned, were split into shreds. The wind through the yards and spars made an indescribable metallic sound, and their work were more and more engrossed in the work of death. The *Maria Rosario* was no longer under the slightest control, the tiller of her rudder was impotent. The barometer read 29.15; it had lowered nearly an inch. The vortex was upon us, surely. It was nine of the night when the barometer reading was taken, an enormous depression when the latitude of the region is taken into account.

The moon was to rise at 9:56.

Such a situation could not be prolonged.

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Manila, P. I.

The condition of ship left few hours in which to hope. The benign influence of the moon was to be relied upon. Here was no longer the agony of Balzac's *Piel de Zapa*, but the masterful description in the *Frollo* of Victor Hugo, with the difference that in that there was blasphemy, and in our situation there were memories and prayers.

Time went on. 9:30 * * * twenty minutes to ten. The eye could not leave the barometer, its continued falling was like a weight upon the soul. What thoughts in those supreme moments! What memories! What anguish, anxiety and hope! Terrible to drown within the four walls of the ship's cabin! This thought came to me over and over, and I resolved to die in the sight of heaven, outside that awful tomb; so I began making my way to the deck, and at that instant the bell struck the three-quarter hour.

The moon would soon be visible. At the stroke of the bell my distracted gaze went back to the dead barometer. It was rising! We were saved!

* * *

The huge swells the typhoon left in its wake subsided little by little, and the wind decreased as the typhoon drew farther away from us, continuing its route of destruction in which it sowed ruin and havoc. So untoward are typhoons always considered, and so frequent their occurrence in the China sea and this region of the Pacific in the months of August, September and October, that constitute the trimester of the change of the equinoxes, that formerly insurance houses undertook no marine risks covering voyages in these seas during those months.

Mysterious and terrible disasters at sea are recorded in the history of the September equinoxial. The ports of China, Japan and the Philippines preserve records and accounts that are imperishable memorials of disasters in the past but which justify misgivings in the future. (When Guerra wrote, the Jesuits had just established their observatory in Manila, by which nearly ever since it has been possible to give timely warning of typhoons, the greatest single boon ever conferred upon shipping in the region from hanghai to Guam and Yap, though it is still impossible to predict every storm and prevent every disaster).

On September 21, 1867, five years prior to the time in which we are now writing, if we remember rightly, the Spanish steamship *Maespina* left Hongkong for Manila. She carried numerous passengers. The watch on Corregidor failed in vain day after day to raise sight of her. She was never sighted. More days passed, and anxiety increased. Every-one explained the ship's delay according to his own notions, many supposing she had reached the shelter of some other port which she had been able to make. She is still awaited. She never came to port!

THE COST OF THE PIP

When the Philippines spend P100 for imports, 77 of it is for eggs, very dubious chicken eggs and possibly mud-duck eggs in nauseating quantities. For this questionable stock of eggs he islands paid P112,020 in December, and during the whole of last year an average of P138,144 per month, a bill of P1,657,728 for the twelvemonth. Evidently the Philippines don't have enough chickens, and to make matters worse the bureau of agriculture has found a new chicken disease which it gives a perfectly horrible name, *apoptictiform septicaemia*, and says, what means nothing to Juana raising chickens, that the ailment is caused by "the *streptococcus* group of germs," which are the kind that operate in chain gangs. The main point is that owl cholera serum is not effective against the new disease and as yet no remedy is available. No doubt infection can be prevented by keeping one's chickens apart from neighboring fowls and keeping their roosts and runways clean. If chickens die from any ailment whatever the carcasses should be sent to the bureau's laboratory for examination.

A century ago the Philippines had so many domestic fowls of all kinds that they were cheap as dirt. At that time the villages were not along the main roads, each peasant's house stood

isolated in the fields. Later, for improvement of police administration, the peasants were moved down to the roadsides, where they still live in the midst of the dust and grime of the passing traffic. They and their fowls and animals catch, of course, everything that floats in the air. They knew better than the central government what was best for them, but some central government expert thought he could think for them to their advantage—hence the price the country has paid ever since for his type of wisdom. It's still too catching.

Sugar centrals almost wholly capitalized by loans from the Philippine National Bank, five in Negros and one on Luzon, have reduced their combined debt to P43,833,788. Talisay-Murcia has paid the bank P700,000 and the Pampanga Sugar Development Company has paid it P500,000, while the Isabela Sugar Company has paid it P253,000, all payments being since January 1, when the combined debt of the six mills was P46,431,314. The other three mills not mentioned have each paid less than Isabela, smallest of the lot.



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WATERWORKS PROJECTS UNDER CONSIDERATIONS TO JUNE 30th, 1926

Province	Municipality	Estimated Cost	Description of System Population to Kind be served
Albay	Daraga	1,200,000.00	10,000 Gravity
Albay	Legaspi		10,000 Gravity
Albay	Ligao	244,000.00	6,000 Gravity
Albay	Oas		6,000 Gravity
Antique	San José Extension	40,000.00	1,500 Pumping
Antique	Sibulan	27,000.00	2,500 Gravity
Batanes	Ibayat	15,000.00	1,000 Gravity
Batanes	Ivana		2,000 Gravity
Batanes	Uyugan	50,000.00	1,500 Gravity
Batangas	Batangas		10,000 Gravity
Batangas	Bauan	400,000.00	5,200 Gravity
Batangas	Ibauan		2,700 Gravity
Batangas	San José		2,100 Gravity
Batangas	Lipa Extension	7,000.00	Pumping
Bohol	Carmen	6,100.00	600 Gravity
Bohol	Correlia	6,000.00	1,019 Gravity
Bohol	Dimiao	12,000.00	1,500 Gravity
Bohol	Garcia-Hernandez	31,500.00	2,000 Gravity
Bohol	Lila	5,000.00	700 Gravity
Bohol	Ley Extension	3,200.00	500 Gravity
Bohol	Tagbilaran Improvement	31,000.00	Pumping
Bohol	Valencia	20,000.00	1,435 Gravity
Bukidnon	Impasugong	36,000.00	1,600 Gravity
Bulacan	Baliuag	120,000.00	8,000 Pumping
Bulacan	Bulacan	75,000.00	6,000 Pumping
Bulacan	Malolos Extension	5,000.00	1,100 Pumping
Bulacan	Pulilan	18,000.00	3,000 Gravity
Bulacan	San Ildefonso	45,000.00	2,500 Pumping
Bulacan	San Miguel	75,000.00	7,000 Pumping
Cagayan	Aparri		9,200 Pumping
Cagayan	Camaliniugan	346,000.00	2,348 Pumping
Cagayan	Lal-lo		1,382 Pumping
Cagayan	Tuguegarao	175,000.00	10,000 Gravity
Camarines Sur	Iriga	70,000.00	10,000 Pumping
Camarines Sur	Canaligan		1,500 Pumping
Camarines Sur	Canaman	300,000.00	1,500 Pumping
Camarines Sur	Nagarao		4,000 Pumping
Camarines Sur	Naga		7,000 Pumping
Cebu	Alegria	19,000.00	1,000 Gravity
Cebu	Asturias	27,000.00	1,086 Pumping
Cebu	Argao	42,000.00	4,500 Gravity
Cebu	Badian	30,000.00	1,700 Gravity
Cebu	Bantayan	20,000.00	4,000 Pumping
Cebu	Barili Extension	8,600.00	300 Gravity
Cebu	Danao	42,000.00	2,500 Gravity
Cebu	Dumanjug Improvement	32,000.00	3,210 Gravity
Cebu	Mandaue	35,000.00	2,500 Gravity
Cebu	Minglanilla	12,000.00	1,500 Gravity
Cebu	Moalboal Extension	25,200.00	3,000 Gravity
Cebu	Oslob	15,000.00	2,000 Gravity
Cebu	Ronda	28,000.00	1,880 Gravity
Cebu	San Francisco Improvement	27,000.00	1,500 Gravity
Cebu	Sogod	15,000.00	2,200 Gravity
Cebu	Talisay	30,000.00	2,000 Gravity
Cotabato	Cotabato	62,000.00	1,250 Pumping
Ilocos Norte	Laoag		20,000 Gravity
Ilocos Norte	Pasquin	750,000.00	5,800 Gravity
Ilocos Norte	Bacarra		8,500 Gravity

Concluded on page 18

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MASONIC TEMPLE

Areas.—The grant defined by the Treaty of Paris incloses a land and water area of approximately 700,685 square miles. The land area of the Philippines amounts to 114,400 square statute miles about twice the area of Java or Cuba and three times that of Ohio. This area is distributed among some 7,083 islands, but 94 per cent is contained in the eleven largest islands of the group. The total coast-line is 20,260 miles long as compared with that of the United States amounting to 12,877 miles, excluding the Great Lakes. Only 2,441 of the islands are named and 6,637 have areas of less than one square mile. There are 30 with areas of one hundred square miles or more.

The eleven islands containing the bulk of the land area, arranged in the order of their size, are: Luzon, 40,814 square miles; Mindanao, 36,906 square miles; Samar, 5,124 square miles; Negros, 4,903 square miles; Palawan, 4,500 square miles; Panay, 4,448 square miles; Mindoro, 3,794 square miles; Leyte, 2,799 square miles; Cebu, 1,695 square miles; Bohol, 1,534 square miles; and Masbate, 1,255 square miles.

Topography.—The Philippines are generally mountainous but almost every variety of topography exists including low marsh lands, coastal plains, plateaus, and extensive valleys, and elevations range from the low lands only a foot or two above high water to the summit of Mt. Apo in Mindanao, 9,690 feet above sea level.

—Trade Commissioner O. M. Butler, in *Rosenstock's Manila City Directory (Ready in June)*.

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WATERWORKS PROJECTS UNDER CONSTRUCTION

Location		Date When Started	Estimated Cost	Present Appropriation	Expenditures to June 30th, 1926	Funds Needed to Complete the Work	Population Served	Description of System		
Province	Municipality							Kind	Gal. Per Day	Remarks
Albay	Camaig	1926	\$12,000	\$12,054.90	\$ 8,783.43	None	2,500	Grav.	144,000	Materials requisitioned
Albay	Maunobatan	1925	45,000	45,000.00	46,876.33	None	5,000	Grav.	288,000	60% complete
Albay	Jolibat	1926	10,500	10,500.00	9,897.40	None	2,500	Grav.	100,800	Materials requisitioned
Albay	Tabaco	1926	37,000	39,000.00	33,931.00	None	5,500	Grav.	216,000	Materials requisitioned
Antique	Bugason	1925	21,000	21,750.00	17,933.37	None	2,500	Grav.	44,000	99% complete
Antique	Culasi	1926	30,000	30,000.00	24,048.00	None	1,700	Grav.	100,800	Materials requisitioned
Bataan	Sisiman	1926	13,000	13,000.00	None	None	2,500	Grav.	57,600	Materials requisitioned
Eatugas	Rosario	1925	18,000	18,000.00	17,384.83	None	5,000	Pump.	223,200	90% complete
Bohol	Anda	1926	20,000	20,600.00	8,139.00	None	2,500	Grav.	100,800	Materials requisitioned
Bohol	Calape	1925	30,000	30,000.00	22,282.50	None	2,600	Grav.	156,000	90% complete
Bohol	Inabanga	1925	41,000	43,500.00	37,707.24	None	4,000	Grav.	158,400	45% complete
Bohol	Loboc	1925	20,000	19,425.21	13,652.87	None	3,000	Grav.	120,000	90% complete
Bohol	Leon	1921	33,000	33,000.00	32,963.25	None	5,000	Grav.	172,800	95% complete
Bulacan	Malolos	1922	120,000	120,000.00	112,014.88	None	6,000	Pump.	480,000	99% complete
Cam. Norte	Paracale	1925	7,800	7,800.00	7,693.81	None	2,500	Grav.	100,000	99% complete
Cavite	Cavite	1923	120,000	126,500.00	111,901.64	None	10,900	Pump.	432,000	95% complete
Cebu	Balamban	1926	26,000	26,130.00	13,203.00	None	4,800	Grav.	100,800	Materials requisitioned
Cebu	Carcar Impr.	1923	48,000	None	None	48,000	4,000	Grav.	None	None
Cebu	San Fernando	1925	21,000	20,300.00	17,155.52	None	3,000	Grav.	108,000	85% complete
Iloilo	Iloilo Metropolitan	1926	2,100,000	1,662,938.56	1,200,000.00	None	437,000	Grav.	4,500,000	Materials contracted
Iloilo Norte	Edo	1926	37,000	36,918.50	19,229.88	None	2,800	Pump.	144,000	Materials requisitioned
Iloilo Sur	Bantay	1926	9,000	5,293.00	5,000.00	None	3,000	2,500 Grav.	144,000	Materials requisitioned
Laguna	Calamba	1924	85,000	75,000.00	72,696.61	None	7,000	2,000 Pump.	288,000	90% complete
Laguna	Lilio	1925	42,000	39,000.00	33,430.65	None	4,500	Grav.	316,800	65% complete
Laguna	Luisiana	1925	48,000	48,000.00	44,233.42	None	4,500	Grav.	216,000	30% complete
Laguna	Magdalena	1921	68,000	63,610.79	61,413.98	None	3,000	Grav.	216,000	97% complete
Laguna	Rizal	1925	27,000	27,000.00	24,920.47	None	3,000	Grav.	216,000	82% complete
La Union	San Fernando	1925	84,000	86,000.00	82,487.63	None	5,000	Grav.	300,000	80% complete
Leyte	Baybay	1924	66,000	69,000.00	66,547.76	None	8,000	Grav.	288,000	80% complete
Marinduque	Valhermoso	1925	22,000	22,000.00	18,771.53	None	5,000	Grav.	201,600	80% complete
Mindoro	Bulacao	1926	5,000	5,500.00	3,375.77	None	700	Grav.	43,200	Materials requisitioned
Mt. Province	Apayao		7,000	5,000.00	None	2,000	800	Grav.	None	None
Mt. Province	Kiangnan	1923	7,000	None	None	7,000	None	Grav.	None	None
Mt. Province	Lubagan	1921	8,000	5,000.00	5,159.39	None	3,000	1,200 Grav.	57,600	5% complete
Or. Negro	Dauin	1925	23,000	30,000.00	24,028.63	None	1,500	Grav.	57,600	99% complete
Or. Negro	Guhilungan	1926	21,000	21,161.80	13,688.58	None	3,500	Grav.	144,000	Materials requisitioned
Or. Negro	Libertad	1926	38,000	30,000.00	22,267.00	None	8,000	1,600 Grav.	100,800	Materials requisitioned
Or. Negro	Valhermoso	1925	21,000	18,000.00	11,404.00	None	3,000	2,500 Grav.	100,800	Materials requisitioned
Palawan	Bacuit	1921	3,200	3,200.00	None	None	1,000	Grav.	10,000	None
Palawan	Balabag Extension	1922	5,000	3,200.00	None	1,800	800 Grav.	None	None	None
Palawan	Bintuan	1921	5,500	4,700.00	None	800	1,000 Grav.	None	18,000	None
Palawan	Culion	1923	35,000	35,000.00	31,445.00	None	5,000	Pump.	None	None
Palawan	Cuyo	1921	10,000	1,500.00	None	None	300	Grav.	20,000	None
Palawan	Oton	1922	5,000	3,000.00	None	2,000	330 Grav.	None	None	None
Palawan	Puerto Princesa	1922	3,300	2,200.00	None	1,100	400 Pump.	None	1,500	None
Pangasinan	San Manuel	1926	36,000	38,000.00	20,000.00	None	4,000	Grav.	172,800	Materials requisitioned
Pinaric	Sandalaria	1924	59,000	59,000.00	56,119.93	None	3,500	Grav.	216,000	98% complete
Tayabas	Mulanay	1925	24,000	25,180.00	20,387.13	None	1,200	Grav.	180,000	90% complete
Tayabas	Sampaloc	1926	24,000	24,000.00	15,265.92	None	3,000	Grav.	201,600	Materials requisitioned
Tayabas	Tiaong	1924	45,000	45,000.00	43,187.51	None	1,800	Grav.	187,200	95% complete
Zambales	San Antonio	1919	75,000	25,000.00	7,107.59	None	50,000	4,000 Grav.	216,000	10% complete

\$3,720,300 3,156,962.76 2,437,737.05 573,700 248,439 1,661,500

Land Areas by Soil Covers and Ownership.—No complete census of the ownership of Philippine lands is available, but a reasonably accurate estimate shows that the 114,400 square miles recognized by the Bureau of Lands as the total land area, 100,065 square miles or 87.4 per cent are public lands to be administered or disposed of by the Insular Government.

There were under cultivation, during 1925, only 14,342 square miles, or 12.5 per cent of the total area, according to the Bureau of Agriculture. Nearly 53 per cent, or 7,555 square miles, of this cultivated area is in the island of Luzon, chiefly in the Central Plain and the Cagayan Valley, although large areas are also under cultivation in southern Luzon, particularly in the coconut groves of Tayabas and Laguna. Some 4,481 square miles, or more than 31 per cent of the total land under cultivation is located in the Visayan Islands and the remaining 2,317 square miles under cultivation, or 16 per cent, is distributed throughout the rest of the archipelago.

—Trade Commissioner O. M. Butler, in *Rosenow's Manila City Directory* (Ready in June).

THE HUMBLE HICCOUGH

It is reported that Dr. Rosenow, of the Mayo Clinic, recently investigated an epidemic of hiccoughs in Rochester, Minnesota. The Doctor says hiccough is an infectious disease caused by streptococci. Let's sing about it:

In days of old when beer was sold
At cost extremely low,
We used to think that it was drink
That made us hiccough so;
But now the news that we peruse
Informs us but to mock us
That every hicc proclaimed us sick
And bit by streptococcus.

Now, what the deuce is any use
Of learning of this feature,
When it can do no darned good to
A single human creature?
We can't afford to take aboard
Enough to start us hicking,
So we can't try the alibi,
And that is why I'm kicking.

Time was his spouse would greet a souse,
Wh' hicker him home blinking,
With features grim, would say to him,
"Adolphus, you've been drinking!"
Eheu! 'Twas then, the good days when
'Twould have been worth the money
To say, "Th' bunk! No, I'm not drunk!
I'm streptococckeyed, honey!"

—From *The Kalends*.

DIEHL-ANDERSON COCONUT COMPANY

The name of the Banahaw Manufacturing Company has been officially changed to the Diehl-Anderson Coconut Company of which Theobald Diehl is president and manager, Wm. H. Anderson is vice-president and treasurer, Theo. Hoffmann Diehl is secretary and assistant treasurer and Edwin Burke and Fred A. Leas are other directors. Wm. H. Rennolds is an alternate director in the absence of Major Anderson from the islands, and Fred Berry is an alternate director in the absence of Mr. Burke. Robert Peyer is the company's auditor; Ohnick and McFie are the attorneys. The company manufactures an increasing quantity of high-grade decaffeinated coconut at its plant in San Paulo, Laguna.

The provincial board of Occidental Negros has enacted a law against women bobbing their hair. An anti-bobbing craze is currently affecting the islands, but the business at the barber shops grows. Extremists denounce the practice as an unsavory aspect of American culture.

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FATIMA

WATERWORKS PROJECTS UNDER CONSIDERATION.—Continued.

Province	Town	Cost	Population
Ilocos Sur	Caoyan	P13,500.00	1,700
Ilocos Sur	Santa Catalina	24,000.00	875
Ilocos Sur	San Vicente	30,000.00	1,500
Ilocos Sur	Pototan-Dingle	32,000.00	2,000
Iloilo	San Dionisio	279,000.00	9,200
Iloilo	Lilio Extension	15,000.00	1,500
Laguna	Paste	27,500.00	2,500
Laguna	Pila	25,000.00	4,500
Laguna	San Pablo Extension	60,000.00	2,171
La Union	Rosario	3,500.00	1,050
Leyte	Maasin	10,000.00	700
Leyte	Aroray	6,000.00	3,300
Masbate	San Fernando	8,000.00	1,000
Masbate	Cagayan Improvement	21,000.00	2,500
Misamis	Jasaan	38,000.00	5,000
Misamis	Misamis	20,000.00	2,500
Misamis	Bacolod	66,000.00	3,450
Occ. Negros	Silay	663,000.00	8,000
Occ. Negros	Sumag		1,300
Occ. Negros	Talisay		6,000
Or. Negros	Bacong	27,000.00	1,800
Or. Negros	Luzuriaga Extension	8,500.00	650
Or. Negros	Manhuyod	12,000.00	2,000
Or. Negros	San Juan	21,000.00	2,000
Palawan	Concepcion	3,600.00	600
Palawan	Coron Improvement	13,000.00	600
Pampanga	Angles	80,000.00	8,000
Pangasinan	Urdaneta	30,000.00	2,613
Pangasinan	Pasig Extension	1,800.00	Gravity
Rizal	Llorente	27,000.00	5,200
Samar	Oras Improvement	14,000.00	2,500
Samar	Barcelona	10,000.00	3,500
Sorsogon	Gubat	25,500.00	4,000
Sorsogon	Surigao	78,000.00	7,900
Tarlac	Atimonan	70,000.00	6,400
Tarlac	Guinayangan	120,000.00	6,000
Tayabas	San Narciso	117,000.00	6,000
Tayabas	Tayabas Extension	48,000.00	1,500
Tayabas		18,000.00	1,000
Tayabas		20,000.00	1,200
Total		P5,698,500.00	342,619

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"3. They copy advertising that has been used before.

"4. They permit inexperienced advertising writers to prepare their sales advertising.

"5. They fail to give complete description of the merchandise offered.

"6. They fail to be specific in their advertising, depending upon mere generalities to produce the needed selling force.

"7. They show reductions in advertising that appear unreasonable to the public.

"8. There is a lack of confidence on the part of the clerks that the sale will be a huge success.

"9. The store and stock are not properly arranged for a special merchandising event.

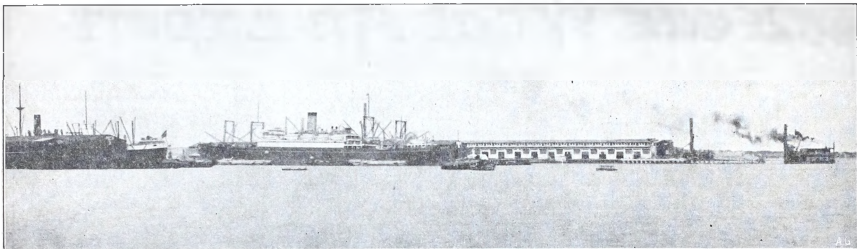
"10. Indifference on the part of the sales people due to lack of ability, lack of education in scientific selling or absence of loyalty to the store in selling trade.

"Of course, just the reverse of these things produces successful campaigns."

THE EXPONENT OF **MANILA** PHILIPPINE COMMERCE **BULLETIN**
ESTABLISHED IN 1900 MEMBER ASSOCIATED PRESS

TWENTY-SEVEN YEARS OF SERVICE TO THE PUBLIC UNDER ONE MANAGEMENT

SHIPPING NOTES



SHIPPING REVIEW

By H. M. CAVENDER

General Agent, Dollar Steamship Line



During the period since our last report there has continued a satisfactory movement of the principal commodities exported from the Philippines to World ports. While there has been more than average tonnage on the Philippines berth, ships have been well filled and aside from low rates of freight, cargo shipping conditions were satisfactory during the month.

The Associated Steamship Lines recently announced the inclusion of sugar to U. S. north Atlantic and gulf ports in their current tariff; rate of freight \$7.50 per ton of 2,240 lbs. delivered net weight. This is a most important move looking to a better rate of freight for the carriage of sugar as can be appreciated when it is noticed

that during the past season the average rate has approximated \$0.90 per ton.

As announced in our last report, passenger liners are voyaging from the Far East with capacity lists. This is continuing and steamship lines in Manila announce that they are booked full in every direction for weeks in advance. Spot accommodations in any class are not to be had. Hundreds of Filipinos seeking transportation to the United States and Honolulu in stateroom accommodations were during the month turned away due to the congestion of traffic. While this time of each year sees a heavy movement of first and second class travel to the United States, the movement is even more brisk this year due to the repatriation of foreign refugees from the interior and coast of China.

During April a total of 3,141 passengers, all classes, are reported to have departed from the Philippines (first figure represents cabin passengers, second figure stateroom): To China and Japan 378-661; to Honolulu 1-534; to United States 217-1251; to Singapore 21-8; to Europe and miscellaneous ports 68-2. Filipino emigration during the month to Honolulu decreased somewhat while the movement to the Pacific coast increased considerably. The comparison shows Honolulu, March 709—April 534; Pacific coast, March 744—April 1251.

From statistics compiled by the Associated Steamship Lines there were exported from the Philippines during the month of March, 1927: To China and Japan ports, 12,177 tons with a total of 39 sailings, of which 8,116 tons were carried in American bottoms with 14 sailings; to Pacific coast for local delivery, 33,064 tons with 13 sailings, of which 29,324 tons were carried in American bottoms with 11 sailings; to Pacific coast for transhipment, 2,053 tons with 9 sailings, of which 1836 tons with 8 sailings were carried in American bottoms; to Atlantic coast, 64,487 tons with 14 sailings, of which 31,802 tons with 5 sailings were carried in American bottoms; to European ports, 21,440 tons with 18 sailings, of which 73 tons with 2 sailings were carried in American bottoms; to Australian ports, 1,399 tons with 5 sailings, of which American bottoms carried none; of a grand total of 134,624 tons with 98 sailings, of which American bottoms carried 71,151 tons with 40 sailings.

SHIPPING PERSONALS

V. M. Smith, assistant director for Orient, U. S. Shipping Board, left Manila on the *President Taft* April 16 on an inspection trip through China and Japan. Mr. Smith expects to return to Manila in the near future.

H. M. Cavender, general agent, The Robert Dollar Co., Manila, returned to Manila aboard the *President Jefferson* April 28 after an absence of four weeks to China and Japan in the interests of the company.

T. B. Wilson, general agent, The Robert Dollar Co., Kobe, has been transferred to Hongkong as general agent at that branch.

G. P. Bradford, Manila agent, L. Everett, Inc., left Manila April 24 aboard the *President McKinley* for Hongkong where he is on business for his company.

E. W. Latic, Manila agent, Oregon Oriental Line, left Manila April 24 aboard the *President McKinley* on a business trip to Hongkong and returned on the *President Jefferson* April 28.

Neil Macleod of Smith, Bell & Co. is leaving Manila, May 28, aboard the *Empress of Canada*, on a holiday. Mr. Macleod will be relieved by Wm. C. Robinson.

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K. YABUKI

Manager

PHONE 1759—MANAGER

PHONE 1758—GENERAL OFFICE

IRRIGATION CHARGES

The insular government has been appropriating every year large sums of money for the maintenance, repair, and upkeep of the irrigation systems in the friar lands estates. Whereas the farms benefited by the irrigation systems constructed by the Bureau of Public Works

in recent years are compelled to pay a proportionate share not only of the total cost of these systems but also of the repair and maintenance expenses, the friar lands tenants have had their systems kept open and going for them free by the insular government. In order, therefore, to provide a gradual method of their taking these systems over from the government as must be done eventually when the final payments of the land shall have been made, a definite schedule of irrigation charges was adopted with a proviso that in those estates where the tenants are willing to pay for the transportation of materials and labor required for the repairs of these systems, such transportation and labor will be accepted in lieu of the irrigation charges. The working out of this plan has naturally met with stiff opposition on the part of the people accustomed to get everything free, but it is believed that these same people will eventually realize the necessity of their gradually assuming responsibilities for the upkeep of these irrigation systems, as the time is fast approaching when the government will have to deliver these systems over to them.

—From the annual report of the
Director of Lands for the year
1925, pages 20-21.

combat these and an almost infinite number of other plant maladies there is a crying need for economic entomologists and plant pathologists.

Economic entomologists and plant pathologists are men who dedicate their time to the study of these plant foes to find means to get rid of them. Their work, although as a rule little known and seldom applauded, benefits the people at large—especially that group which feeds the nation, the farmers, to an incalculable degree.

At present we have only two or three entomologists and about an equal number of plant pathologists who are expected to find and apply remedies for all of our plant maladies. Smaller countries than the Philippines have far more of such experts. As long as this deplorable state of affairs remains, this country will not be able to cope successfully with the numerous plant pests and diseases prevalent. Young men who have shown interest and aptitude along these

lines, which have an important bearing on our national wellbeing, should be given every encouragement.

Men engaged in this work here, the plant doctors, have a most difficult task before them. They are expected to tackle so many pests and diseases; the area involved is great; they are still few in number and the facilities at their disposal are limited; in extending the results of their work they have to deal with various groups speaking different dialects, among which the cooperative spirit is absent or weak. In no other work is cooperation more needed than in plant and disease control work. Superstitions are to be overcome which are especially strong in rural districts. Ignorance and prejudice are to be fought. Plant doctors have much of this experience, but they can win in the end, with the help and encouragement of those who are willing to understand.

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"Plant Doctors" And Why We Need Them

By F. Q. OTANES, Entomologist
Plant Pests Control Division,
Bureau of Agriculture

We have many pests and diseases which cause enormous losses to our agricultural products every year. So we need *plant doctors*, entomologists and plant pathologists. The formidable migratory locust, the ubiquitous rats, the rice bug, the sugar cane grubs, the death-dealing mosquitoes and fleas, the coconut beetles, the new and destructive diseases of abaca—to

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ON
ALTERNATE FRIDAYS

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President Harrison - - May 27
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President Wilson - - June 24
President Van Buren - - July 8
President Hayes - - July 22
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Cocoonat Shell Charcoal: Possibilities

By L. M. MERRITT

Barneby-Cheney Engineering Company, Ohio

For hundreds of years man has used charcoal for many purposes. He burned it as fuel; he filtered his water through it; he aged his whiskey in charred barrels; he made marks on various things in order to make his winks known to other people; he found many uses for charred vegetable or animal material. As time went on, various types of charcoal were found useful for special purposes. We know that soft wood charcoal is best for artists, that bone charcoal has been used in refining sugar for years, that hickory wood char is best for whiskey barrels, etc.

Scientists have for years used special forms of charcoal made in various ways for chemical purposes.

It was through the work of science that the special properties of cocoonat shell charcoal became known. Many of these properties have been known for years but the World War was responsible for the real development of its use. Then chemists found that by special treatment of the shell of the cocoonat they could make a charcoal that would absorb the poisonous gases used in warfare. As a result the present type of gas mask was designed.

Charcoal was not the only ingredient of the canister that has an affinity for the poison gases in the air that the soldier inhaled. Various chemicals are used with the charcoal. Each ingredient had its special purpose. Several kinds of charcoal were possible for this work. Our adversary, Germany, used a wood charcoal. Our government chose cocoonat shells as a raw material. Our ability to get cocoonat shells was unhampered, while Germany could not reach her hand out to get them because of the effective blockade of her ports.

After the war closed, new uses for this charcoal were found.

Since the charcoal had the facility of absorbing various materials in the gaseous state, big fields were opened up to the scientist. Such processes as extraction of gasoline from natural gas and recovery of various solvents from solvent-air mixtures were discovered and the processes duly patented. New types of equipment for the manufacture of this charcoal were invented and likewise patented.

The field proved to be a good one where truly scientific investigations were made. In the gasoline field many patents have been issued for equipment used in the extraction of the gasoline. The gasoline obtained is of a very high quality and brings a good price. The field of solvent recovery has found various uses. Cocoonat shell carbon can be used for recovery of the solvents used in the manufacture of artificial leather such as used in automobile finishing, furniture finishing, etc., and for many other uses of a highly specialized nature.

During the World War the United States Government turned to the Philippines to furnish a quantity of cocoonat shells for gas masks. The supply of this raw material in the United States was limited to the plants manufacturing desiccated cocoonat. The war department needing more cocoonat shells than could be supplied by the cocoonat desiccator, turned to their other logical source of supply, the Philippines. During the war they found the shipping of shells prohibitive, so the shells were carbonized before shipment. The charcoal furnished from the Philippines at that time was of low quality because it was made by the ordinary processes and could not be controlled as to quality.

The manufacture of this carbon is highly specialized. The charcoal obtained from ordinary distillation of the shells has practically no value for the uses previously mentioned. This charcoal must be treated by another process before its special properties are produced. The equipment used has been patented as well as the product produced.

The cost of transportation of cocoonat shells in the Philippines hampers an economical arrange-

ment for concentrating shells in quantities large enough for commercial use. The final product of absorbent carbon amounts to only about 8 to 10 per cent of the weight of shells. This one can see that even with low price of shells a carbon of high cost will necessarily be produced. If the transportation problem could be overcome, these islands would furnish a fertile field for this raw material. As it is now the cost is high. Some day after the islands have been developed to a higher state we will see the manufacturers of cocoonat shell carbon buying more and more shells here.

LUMBER: QUARTER ENDING,

MARCH 31, 1927

By FLORENCIO TAMESIS

Acting Director, Bureau of Forestry



As predicted in last year's review, the lumber industry has kept its increasing trend during the first quarter of this year. During this period the lumber exported from the Philippines amounted to 15,735,912 board feet valued at P1,246,830 as compared with 13,483,624 board feet valued at P1,136,576 in 1926. From all indications the demands for lumber and logs for export trade are such that it is reasonably expected that during the following quarter the lumber shipment would be about the same as that of the first quarter of the year.

Reports from 33 mills show that the productions during this quarter amounted to 42,378,643 board feet; the shipment amounted to 45,165,648 board feet; and the lumber inventory at the end of March amounted to 29,433,968 board feet.

The figures of exports show that February is the banner month for this year. This is principally due to the large shipment of logs to Japan during that period. During March, however, there was hardly any shipment made to this market and consequently the export decreased by about 2,000,000 board feet. It is, however, expected that Japan will again import a great quantity during the coming months.

The following table shows the export for the first three months of 1927 as compared with the export for the same period of time in 1926. Reports received from various mills indicate that heavy preparations are being made both in the milling and in the logging ends of the industry preparatory to filling up orders which were not filled during last year. In general, the local lumber industry has been brisk during this period with satisfactory selling prices.

LUMBER EXPORTS

Month	1927		1926	
	Volume Bd. Ft.	Value	Volume Bd. Ft.	Value
January.....	5,019,312	P 416,028	3,034,568	P 287,848
February.....	6,644,504	493,972	3,892,744	364,117
March.....	4,072,096	336,830	6,556,312	484,611
Total.....	15,735,912	P1,246,830	13,483,624	P1,136,576

FOR SALE

Second Hand Machinery

One Alternator, 250 KW; 2200 volts; 60 cycle, 3 phase, direct connected to cross compound Hamilton-Corliss Engine 12-24X36; with generator panel and rheostat.

Two 100 KW Alternators; 2200 volts; 60 cycle, 3 phase; belted, 18" pulley; direct connected excitors; with generator panels.

Two Venn-Severin Crude Oil Engines, 60 H.P. each.

One Worthington surface condenser, 400 H.P.

One Scotch Marine Boiler, 400 H.P.

50—100- kilo Ice cans; new. (Knocked down.)

4 Galvanized steel brine tanks; 2500 kilo capacity each; ammonia fittings.

Steam pipe and fittings up to 10". Tube bender for sterling boiler tubes.

Tube cleaner, Lagonda, water driven, for 4" tubes; with extra parts, new.

Steam and Oil separator. Steam Traps. Marine Engines:

(1 Union, 50 H.P., distillate)

(1 Quayle, 25-35 H.P., crude oil.)

Meters, Electric, Transformers.

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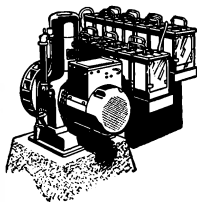
BRYAN, LANDON CO.

Cebu or Iloilo

The Nueva Ecija Milling Company began cane grinding Thursday, March 31, expecting to turn out less than 1000 tons of sugar this season because of the tardy opening of the plant. This mill is the old Canlaon mill, brought up from Negros and erected at Cabiao on the Felipe Buencamino, Jr., plantation. Its capacity is 150 tons of cane daily.

New land tax troubles broke out in Cotabato during March and were settled by constabulary assaults on recalcitrant Alangkat Mohammedans in one of which the leader and 17 of his chief followers were shot dead.

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REVIEW OF THE HEMP MARKET
By T. H. SMITH
Vice-President and General Manager,
Macleod & Company



This report covers the market for Manila Hemp for the month of April with statistics up to and including May 2nd, 1927.

U. S. Grades: Market ruled firm but quiet in New York at the opening of the month with first-hand sellers rather reserved and buyers on the other hand holding off. Values were round a basis of F, 16

cents; I, 14 cents; J1, 10-3/8 cents April-May shipment. A prospective change in the control of Mexican Sisal influenced prices somewhat and values appreciated by the 11th of the month to a basis of F, 16-1/4 cents; I, 14-1/2 cents; J1, 11 cents. From mid April the market turned quiet for I Fair Current and grades above, any demand in the market being for J1 and lower grades of U. S. qualities; J1 touching at one time 11-1/2 cents spot or near New York. The closing week reflects a dull tone in U. S. market with practically no business doing and values basis F, 15-3/8 cents; I, 14 cents; J1, 11 cents.

Business in high grade hemp has been practically negligible. E Midway has been offered down to 16 cents April-May New York.

Manila market for U. S. grades continued very firm during the early days of the month on reserve of sellers. Prices by the 12th touched a basis E, P'39.50; F, P'38.50; G, P'21.50; H, P'20.50; I, P'33.50; J1, P'24.50; S1, P'37.50; P'52, P'32.50; S3, P'25. Here and there 4 reeles more was paid by representatives of U. S. interests to fulfill their orders. Market then turned easier on dealers showing more desire to sell and toward the close of the month values slipped away to a basis of E, P'37; F, P'36; G, P'21; H, P'20; I, P'31; J1, P'23; S1, P'35; S2, P'30; S3, P'23.50. Here and there small parcels changing hands at 2 to 4 reeles less. Market closed fairly steady at last prices quoted.

U. K. Grades: London market opened quiet but steady soon turning to a firmer tone on sellers withdrawing from the market. Values being basis J2, £42.15; K, £41.15; L1, £41.10; L2, £40; M1, £40; M2, £38 April-May shipment. Buyers from then on adopted a very cautious policy, holders however remaining very firm and little business passed though values were well maintained.

During the latter week of April news was published that Mexican Sisal price was fixed at 6-7/8 cents Progresso for next six months. This doubtless affected U. K. grades adversely and market turned dull, some export houses showing more desire to make progress. Values receded about £2 per ton, there however being a steadier tone at the close on "Beas" covering and less inclination to sell on part of speculators in London. Closing values J2, £40.10; K, £39.15; L1, £39.5; L2, £38; M1, £38; M2, £36.10 May-June shipment.

Manila market for U. K. grades opened steady to firm basis J2, P'20.50; K, P'19.50; L1, P'19.50; L2, P'18; M1, P'18; M2, P'16.50; DL, P'15.50; DM, P'13.50. Prices by second week of April appreciated by 4 reeles and a fair business was done at the higher figure. Toward the end of the month the financial crisis in Japan resulted in but little support from that quarter. This depressing factor added to weaker advices from U. K. caused a decline in values to a basis of J2, P'19.50; K, P'19; L1, P'18.75; L2, P'17.50; M1, P'17.50; M2, P'16; DL, P'15.50; DM, P'13.50. A limited business being put through at this lower figure in the closing week.

Freight Rates: Freight Rates remain without change.

Statistics: We give below the figures for the period extending from April 5th to May 2nd, 1927.

	1927	1926
Stocks on January 1st	113,382	153,181
Receipts to May 2nd	429,042	444,887
Stocks on May 2nd	136,338	182,137

Shipments

To May 2, 1927	To May 2, 1926	
Bales.		
To the—		
United Kingdom.....	116,309	97,894
Continent of Europe.....	45,621	56,707
Atlantic U. S.....	96,299	125,588
U. S. via Pacific.....	41,704	47,178
Japan.....	70,187	57,776
Elsewhere and Local.....	34,969	28,288
Total.....	405,086	413,431

TOBACCO REVIEW

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



Raw Leaf: While transactions in grades for local consumption have been of small volume, some greater activity in the export business was noticeable during April, as is shown by the accompanying statistics. A regular monthly export of this size would help somewhat to relieve the great overstock in the hands of local leaf tobacco dealers. Shipments abroad during April were as follows:

	Leaf Tobacco and Strips
	Kilns
Algers.....	157
Australia.....	20,459
China.....	10,145
Czechoslovakia.....	1,047,816
France.....	368,248
Germany.....	78,940
Holland.....	14,512,523
Hongkong.....	33,317
Japan.....	23,000
Morocco.....	157,872
Spain.....	568,901
Straits Settlements.....	3,550
United States.....	79,474
	2,412,816

Cigars: The export business with the United States continues on its steady downward trend with chances for improvement rather remote. The reasons underlying this unsatisfactory state of affairs have very often been mentioned in these columns. Comparative figures for the trade with the United States are as follows:

	Export of Cigars in United States
April, 1927.....	14,038,283
March, 1927.....	14,151,523
April, 1926.....	17,154,776

The outstanding bonded indebtedness of the Philippine government as of January 1, 1926, was P'151,600,000 and, so far as the records show, these bonds are held entirely in the United States. The bonded indebtedness of the municipal governments as of the same date, exclusive of Manila, was P'420,000 held chiefly in Manila. The city of Manila and the Metropolitan Water District combined have a total bonded indebtedness of P'19,000,000, the bonds being held partly by the insular government and partly by interests in the United States. The provinces have no bonded debt. The insular government is also indebted for P'20,000,000 borrowed on temporary certificates maturing not more than one year from date of issue.

Trade Commissioner O. M. Bath. In Rosenstock's Manila City Directory (Ready in June).

THE RICE INDUSTRY

By RICEY A. HILL

of Manila, Nueva Ecija,
Director, Rice Producers' Association.



There has been a slight reduction in prices at the shipping points due to seasonal demands and palay brings from P3.30 to P3.35 per canavan of 44 kilos. The spread between the price of palay and rice is still greater than it should be, but this can confidently be expected to be rectified within the next month.

Transportation inter-provincially is still woefully inadequate in relation to Manila values and prices prevailing in the rice-importing provinces. In many cases it is 25 per cent of the total value of the commodity. While rail and motor transportation of the crop could be bettered by extensions, the interisland shipping, which harks back to the sixties in age, is still enjoying the era of high freights and poor service. This is one angle of crop transportation that needs the rude hand of a proconsul to remedy it.

Supplies seem adequate for this year's needs, indeed with the greatest amount of rice ever known in the islands, its consequent price depression is a problem of serious importance to the producer. Unless he can find ways and means of increasing yield and decreasing cost, another such agricultural victory might spell financial defeat.

The extreme low general yields for the islands is due to the fact that rice as the principal food crop is grown in all regions, even those which have concentrated on the export crops. As climatic and soil conditions are not always favorable, this results in a low yield which reduces general averages to a low point. It is probable that this factor will obtain for some time. The general averages for Nueva Ecija and the central plain of Luzon as a whole this year are very favorable, due to the favorable season, and the yield approaches very close to that of the granary of the orient, Indo-Asia.

The extreme price peak for palay this year is not expected to go over P3.75, with rice at proportionate prices. Still there are many optimists who intend holding for the impossible price, as is but natural, they having little knowledge of economic conditions governing this commodity.

RAIL COMMODITY MOVEMENTS

By M. D. ROYER

Traffic Manager, Manila
Railroad Company



The following commodities were received in Manila March 26 to April 25, 1927, both inclusive, via Manila Railroad.

The decrease in rice shipments is largely due to the lower prices quoted in the Manila market against firm prices of palay. Decrease in sugar shipments is largely due to some of the

central factories having closed this season. Coconut and products therefrom continue to decrease on account of typhoon damages of last November.

1927

	April	March
Rice, cavans	239,250	281,250
Sugar, piculs	194,096	300,480
Tobacco, bales	5,600	6,300
Copra, piculs	65,296	95,700
Coconuts	2,114,000	2,261,000
Lumber, B.F.	456,300	335,000
Desiccated coconuts, cases	6,478	9,900

APRIL SUGAR REVIEW

By GEORGE H. FAIRCHILD



New York Market:

The weakness in the American sugar market reported at the close of the previous month continued throughout the first week of the month under review, and Cubas were sold at prices ranging between 2-13/16 cents and 2-27/32 cents, equivalent to 4.59 cents and 4.62 cents landed terms, duty paid for Philippine centrifugals.

while there were sales of Porto Riccos at 4.55 cents landed terms, duty paid. The market showed improvement during the second and third weeks when prices gradually advanced to 3-3/16 cents (4.90 cents l. t.) at which price large sales of Cubas were made. At the close of the third week the market for Cuban sugar was strong and there were buyers at 3.06 cents f.o.b. (4.99 cents l. t.).

This improvement in the market was due to the report that weather conditions in Europe were unfavorable for the European beet crop and that 39 Cuban mills had already stopped grinding, also that rain was much needed in Cuba for the plantings for next season. Later reports, however, indicated that the weather in Europe had improved and that rains had fallen in Cuba. These later reports in conjunction with the news of the bank crisis in Japan and the chaotic situation in China had an adverse influence upon the sugar market during the last week of the month and prices declined, sales of Porto Riccos having been made on the basis of 4.83 cents landed terms.

At the close of the month, the market was depressed with a downward tendency, and there

were sales of Cubas at 3.00 cents c. and f. or 4.77 cents landed terms duty paid for Philippine centrifugals.

In this connection, it may be of interest to note how conditions in the Far East might affect the world's sugar market. Last year it was reported that as much as 250,000 tons of Cubas found a market in the Far East. A decreased demand from Japan and China, on account of the difficulties already mentioned, would not only reduce the Far Eastern quota of the Cuban exportable surplus but would compel Java to seek a market in Europe for its surplus which would otherwise be absorbed by China and Japan. This condition may be further aggravated by the increased 1926-1927 production in India which, according to the latest report, will be 3,208,000 long tons as against 2,977,000 tons in 1925-1926 or an increase of 231,000 long tons, which means that there will be a decreased demand from India for Javan sugar to the extent of that amount.

A decreased demand in the Far East would have the effect of increasing the exportable surplus which will seek a market in Europe and America.

Quotations on the New York Exchange for future deliveries during the month as compared with those of the previous month are as follows:

	Quotations		Previous Month	
	High	Low	High	Low
May	3.06	2.83	2.97	3.22
June	3.18	2.95	3.03	3.33
July	3.27	3.05	3.13	3.42
August	3.29	3.09	3.18	3.28
September	3.12	2.88	3.03	3.04
October	2.98	2.75	2.87	2.94

Approximately 40,000 tons of Philippine centrifugals, afloats and near arrivals, were sold in New York at prices ranging from 4.52 cents to 4.95 cents landed terms.

Local Market: The local market for centrifugals was practically quiet during the first three weeks of the month with few transactions made at prices ranging from P10.70 to P11.50 per picul. During the last week, however, considerable quantities of centrifugals were sold in Iloilo on the basis of P11.20 to P11.90 per picul. In the muscovado market, the business with Japan continued inactive, only insignificant purchases were reported during the month all of which practically made by Chinese exporters.

The end of the milling season is approaching. Some of the Centrals on Negros have already finished grinding. La Carlota Sugar Central finished on the 7th of April with a total production of 56,668 metric tons of sugar or 895,934 piculs, being the record individual Central production in the Philippines. The Hawaiian-Philippine Co. will finish milling in the first week of May with over 43,000 metric tons of sugar, thereby taking second place for this year's production.

There is continued optimism as to the prospects of the coming crop in Negros. Many are of opinion it will approximate the one being harvested, but it is as yet too early to make a reliable estimate, since too much rain during the months of May and June may offset the present very favorable outlook.

Milling has almost ceased in Luzon. Pampanga Sugar Mills finished on the 1st of April with a final output of 40,534 metric tons, while Calamba Sugar Estate terminated its operations on April 19, with 24,776 metric tons.

In the Pampanga district, the young cane appears to have been benefited by the rains falling in March and April. Rains seldom fall during this time of the year. In the Laguna, Batangas and Cavite districts, however, the rains have fallen only on certain sections especially near the mountains, while the valleys are reported to be badly in need of water.

There was considerable interest aroused in the local sugar circles by press dispatches re-

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ceived from Washington, announcing the proposal of President Machado of Cuba during his visit to Washington, to call a world conference of sugar producers for the purpose of adopting a universal restriction plan. An obstacle to the success of the proposed plan lies in the fact that sugar is grown in practically all sections of the globe and that, except in a few countries, it is produced on a small scale. The small producers, like the Philippines, will be most adversely affected if the proposed world's restriction policy is adopted.

Shipping statistics from the Philippines from January 1 to April 23, 1927, are as follows:

	Atlantic U. S.	Pacific U. S.	Japan and China	Total
Centrifugals	197,394	46,212		243,606
Muscovados	—	43	9,404	9,447
Refined	—	456		456
	197,394	46,711	9,404	253,509

Java Market: Apparently influenced by the bank crisis in Japan, the Java market was quiet and dull during the first three weeks of the month. During the last week, however, the Java market was reported steady with Superiors for July-September shipment offered at Cs. 17-7/8 (per 100 kilos) or 19-40 per P. I. picul, f.o.b.

Miscellaneous: Stocks in the statistical countries at the end of the month were 4,420,000 tons as compared with 4,762,000 tons at the same time in 1926 and 3,509,000 tons in 1925.

The fifth estimate of the European beet crop for 1926-1927 made by Dr. Mikusch was 6,930,000 tons or 20,000 tons more than the previous estimate. This compares with the 1925-1926 production of 7,595,000 tons, or a decrease of 665,000 tons.

COPRA AND ITS PRODUCTS
By E. A. SEIDENSPINNER
Vice-President and Manager, Copra Milling Corporation

COPRA



Firmness has characterized the local copra market during the entire month of April. This condition comes from the further diminished supply at producing centers, augmented by the usual lull in copra manufacture during the Easter Holidays. Even with the return to production after Holy Week, supplies are exceedingly

light and there is no relief in sight during the next 60 days. This applies particularly to the Laguna-Tayabas district and it is our observation that production in the Southern Islands has also fallen off to a great extent. While there has been very little variation in buyers' ideas at Manila for ex-godown stocks, provincial prices have advanced on an average of from P.15 to P.25 per picul, which, of course, makes trading rather difficult.

Total arrivals at Manila for the month of April were approximately 140,000 sacks, which figure is almost 90,000 sacks less than March of 1927 and 39,000 sacks less than April of 1926. There has been very little of interest to note in advices from the U. S. copra market, the month closing with sellers offering 4-7/8 cents and buyers asking 5 cents per pound c. i. f. Pacific coast ports. The London market for copra has advanced steadily through the month due undoubtedly in part to the firm Continental copra cake market. At this writing we are quoted £26/5/0 for Cebu sundried and £25/15/0 for f. m. m. Manila. Latest cables follow: San

Francisco, 4-7/8 cents to 5 cents; London-Cebu, £26/5/0; Manila-buen corriente, P.11.25; resocado, P.12.375 to P.12.75.

COCONUT OIL

Although the volume of trading for this item in the U. S. market was somewhat larger than March figures, there is still a decided lack of interest among buyers to take on heavy forward business. Cottonseed oil sentiment is bullish due primarily to the southern floods. We do not have accurate figures on the extent of this damage, but it is safe to assume that a considerable area of the flooded districts will be replanted with cotton when the floods subside. In the meantime the heavy cottonseed oil surplus from the past year continues to act as a deterrent for materially higher prices, and of course depresses competing fats and oils in general. Latest cables: San Francisco, 8-1/8 cents f. o. b. tank cars; New York, 8-1/4 to 8-3/8 cents f. o. b. tank cars; London, no quotation.

COPRA CAKE

The Continental market for copra cake continued to improve and, within a week after the Easter Holidays, advanced from £7/5/0 to £7/19/0. During the closing days of the month, the market continued strong for offerings for almost any position but is now advised as easier with buyers apparently satisfied for the time being. Our latest quotations: Hamburg, £7/15/0; San Francisco, \$32.00 per ton, nominal. Manila, P. I., May 6, 1927.

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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	March, 1927	3,022,890	3,289,557	20,146	6,332,593	11,431,012	5,584,376	17,015,388
	March, 1926	4,291,839	5,696,429	6,908	9,995,176	8,414,286	4,874,659	13,288,945
	Average for March, 1927	3,592,547	4,054,632	49,362	7,696,540	4,591,433	5,192,917	9,785,266
British Monthly	March, 1927	3,137,264	248,684	57,904	3,443,852	2,875,740	1,756,116	4,631,356
	March, 1926	3,427,064	369,204		3,796,268	5,067,598	1,308,993	6,376,591
	Average for March, 1927	3,454,235	373,546	4,023	3,831,805	3,650,883	359,379	4,010,261
Japanese Monthly	March, 1927		1,466	1,279	2,745	3,901,720	1,260,021	5,161,741
	March, 1926		11,054		11,054	3,469,900		3,469,900
	Average for March, 1927	7,786	1,640	1,613	11,040	1,704,726	147,245	1,851,971
Swedish Monthly	March, 1927						726,667	726,667
	March, 1926						393,010	393,010
	Average for March, 1927							
Norwegian Monthly	March, 1927				1,865	1,865	334,875	334,875
	March, 1926						755,075	755,075
	Average for March, 1927						9,840	9,840
Panaman Monthly	March, 1927							
	March, 1926							
	Average for March, 1927							
Philippine Monthly	March, 1927							
	March, 1926							
	Average for March, 1927			55	55			
German Monthly	March, 1927					159		159
	March, 1926							
	Average for March, 1927							
Spanish Monthly	March, 1927							
	March, 1926							
	Average for March, 1927			263	263			
Dutch Monthly	March, 1927							
	March, 1926							
	Average for March, 1927			30	30			
Mail Monthly	March, 1927		392,399		392,399		502,186	502,186
	March, 1926		440,121		440,121		1,202,855	1,202,855
	Average for March, 1927		395,891		395,891		848,353	848,353
Total Monthly	March, 1927	6,160,154	3,932,106	79,329	10,171,589	18,218,471	9,102,699	27,321,170
	March, 1926	7,718,903	6,516,808	6,908	14,242,619	17,286,659	8,113,174	25,399,833
	Average for March, 1927	7,054,568	4,826,543	57,235	11,938,345	10,799,668	2,812,049	13,611,718

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

PRINCIPAL EXPORTS

Table showing Principal Exports with columns for Commodities, March 1927, March 1926, and Monthly average for 12 months previous to March, 1927. Includes items like Sugar, Hemp, Coconut Oil, etc.

NOTE:—All quantities are in kilos except where otherwise indicated.

PRINCIPAL IMPORTS

Table showing Principal Imports with columns for Articles, March 1927, March 1926, and Monthly average for 12 months ending March, 1927. Includes items like Cotton Cloths, Rice and Goods, etc.

CARRYING TRADE

Table showing Carrying Trade with columns for Nationality of Vessels, March 1927, March 1926, and Monthly average for 12 months ending March, 1927. Includes items like American, British, Dutch, etc.

EXPORTS

Table showing Exports with columns for Nationality of Vessels, March 1927, March 1926, and Monthly average for 12 months ending March, 1927. Includes items like American, British, Japanese, etc.

TRADE WITH THE UNITED STATES AND FOREIGN COUNTRIES

Large table showing Trade with the United States and Foreign Countries, divided into Port Statistics and Carrying Trade. Includes columns for Ports, March 1927, March 1926, and Monthly average for 12 months previous to March, 1927. Includes items like Manila, Iloilo, Zamboanga, etc.

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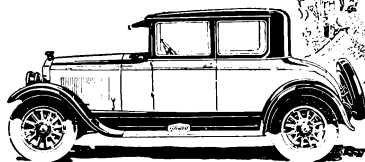
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