

Kasilag's Five-Year Road Program

Embraces Basilan and Sulu with Mindanao

Five-year road construction program to be financed from the Coconut Oil Excise Tax money or from funds to be appropriated by the National Assembly.

In selecting the projects included in this program, we did not take into consideration the plan of constructing a railroad from the City of Davao, to Cagayan, Oriental Misamis. The following are our explanatory notes for each project the numbering of which on the table corresponds to the numbers enclosed in the circles appearing on each proposed road as indicated on the map.

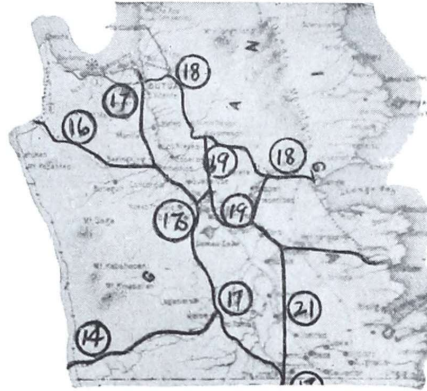
EXPLANATORY NOTES

PROJECT No. 1—This proposed road when completed will encircle the Island of Basilan with automobile roads. Although paralleling the coast line, this road project will, in general, pass through the interior at an average distance of five kilometers from the shore in order to increase the usefulness for developing the fertile agricultural lands to be traversed by it.

PROJECT No. 2—This proposed road starts from the end of the surfaced road from the City of Zamboanga to the Vitali River along the east coast. It will cross the peninsula of Zamboanga Province through the fertile plain of approximately 27,000 hectares lying between Labuansug on the south coast and Liloy on the north coast. Liloy is the best sheltered port on the north coast of Zamboanga. From Liloy the road will pass through the new municipality

of Sindangan and connect with the finished road at Manukan, municipality of Katipunan, province of Zamboanga.

PROJECT No. 3—This is another road project that crosses the peninsula of Zamboanga and will tap the Siokon River Valley, the Panabutan and Siraway Valleys and will provide over land connection between the new municipality of



Siokon and the City of Zamboanga.

PROJECT No. 4—This proposed road starts from Labuansug on Road Project No. 2 and will pass through the new municipality of Kabasalan and the rich valley of Sibugay and Kamalalang Rivers connecting with the new municipality of Pagadian in southwestern Zam-

boanga on the Occ Misamis-Zamboanga Inter-provincial Road.

PROJECT No. 5—This is an intercoastal road project to connect the new municipality of Pagadian with the new municipality of Margosatubig in southwestern Zamboanga, crossing the rich valley of Dimas.

PROJECT No. 6—This proposed road starts from Malabang, 70 kilometers from Dansalan on the Lanao-Cotabato Interprovincial Road, and will connect with the Lanao-Zamboanga Interprovincial Road traversing the rich Kapatagan Valley of 45,000 hectares and benefiting coconut plantations along the coast of Illana Bay.

PROJECT No. 7—This proposed road will start from Pualas, a municipal district on the road from Dansalan to Malabang, province of Lanao, passing through the municipal districts of Nonongan and Kapatagan and connecting with Occidental Misamis at the proposed ferry crossing across the Pangil Bay, about 20 kilometers south of Kolombugan. It will establish a short route of communication from southern Mindanao through Lanao Province to Occidental Misamis and northern Zamboanga. This road will also largely contribute to the maintenance of peace and order in the interior districts of Lanao west of Lake Lanao.

PROJECT No. 8—This is a proposed road to establish communication and transportation facilities on the east and south shores of Lake Lanao where the most rebellious Maranaos in Lanao Province are found at present. The opening of this road will go a long way towards the suppression of lawlessness and the establish-

(Please turn to page 39)

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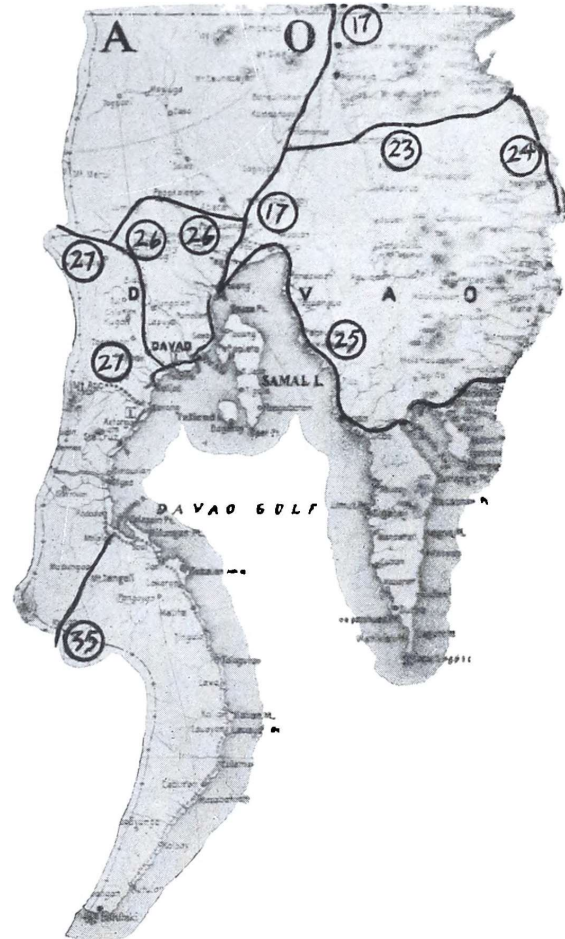
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of the capital of which is owned by citizens of the Philippines. His application for an increase of equipment may not call for the granting of a new franchise or certificate, but it certainly calls for an "authorization" the granting of any form of which is limited by the Constitution to citizens and corporations above mentioned. This was clearly admitted by the petitioner himself when he made the averment in paragraph 3 of his petition for a writ of certiorari that in filing below the application which was afterwards denied by the respondent Commission, he sought for "authority" to increase his equipment. In other words, it is conceded by petitioner that he may not increase his equipment without previously being "authorized" to do so by the respondent Commission, as provided in express terms in his certificate of public convenience. The phrase "any other form of authorization" used in sec. 8, Article XIII, of the Constitution is comprehensive enough to include the "authority" asked for by petitioner.

The Constitution provides for the nationalization not only of national resources and all forces of potential energy but also of public utilities, saving solely those rights which were acquired prior to its adoption. This was one of the avowed purposes of the framers of that fundamental law, as declared in its preamble. We cannot agree to the suggestion that because petitioner is the lawful holder of a certificate of public convenience to operate an automobile "Ford" in the province of Davao, he has a vested right to be authorized to increase his equipment by the addition of one or more cars. The challenged order of the respondent Commission is in conformity both with the letter and spirit of the Constitution and it must be upheld.

Would the decision of the Court be any different with regard to citizens of the United States after independence, taking into consideration the other provision of the Constitution that existing property rights of the same shall be acknowledged, respected and safeguarded? We believe not.

But as this is a matter which is to be embodied in a treaty to which the Government of the United States will be a party, it will become the duty of the United States to see to it that the rights of its citizens in the Philippines are duly safeguarded and protected.

Conclusion and Suggestions. In view of the foregoing, it is respectfully submitted:

1. That in case the date of independence is advanced, it should be provided that the "civil rights" which citizens and corporations of the United States now enjoy in the Philippines should be continued in force and effect until July 4, 1946, the date set for independence by the Tydings-McDuffie Law; and furthermore, in case a preferential trade-treaty is made and entered into, as is much discussed at the present time, then and in that case, preferential civil rights should go along with preferential trade relations and the present civil rights enjoyed by citizens and corporations of the United States should be continued in force and effect during the life of the preferential trade-treaty.

2. That the term "existing property rights" as used in the Tydings-McDuffie Law, the Philippine Constitution, and to be embodied in a treaty, should be clarified by legislation and/or by the treaty to be made and inter-

preted in the sense intended by Congress, so that there will be no misunderstanding regarding what these rights are.

Manila, Philippines, August 21, 1937.

L. D. LOCKWOOD

For the Philippine Motor Transport Association.

Kasilag's Five Years . . .

(Continued from page 36)

ment of peace and order in the entire province of Lanao. It will also develop the rice land district around the lake.

PROJECT No. 9—This proposed road will be a short cut from Lumbatan, where the agricultural and normal schools of Lanao are established, to the municipality of Malabang on the northeast coast of Ilana Bay. It will tap the rich agricultural valley of Mafalim River and Lake Butig.

PROJECT No. 10—This is another interprovincial road between Lanao and Cotabato.



Its south terminal is at Parang, the best sheltered harbor in western Cotabato, and its northern terminal is in the sitio of Balaygay on the southeast shore of Lake Lanao, passing through the municipal district of Baldun. It will benefit the rich agricultural district of Barira.

PROJECT No. 11—This is another interprovincial road between Lanao and Bukidnon provinces, connecting the municipal district of Mulundo on the east shore of Lake Lanao with the municipal district of Maramag on the Bu-

kidnon-Cotabato Interprovincial Road. It will serve as a connecting link of the shortest route from the City of Davao to the port of Iligan in northern Mindanao. The country traversed by this proposed road consists of plateaus suitable to the cultivation of corn, fruit trees, coffee, cacao and cattle raising.

PROJECT No. 12—This is another interprovincial road between the provinces of Lanao and Bukidnon, starting from Dansalan, the capital of Lanao, and passing through the municipal district of Kapay and connecting with the municipal district of Talakag in the province of Bukidnon. This will establish a short cut from central Lanao to the port of Cagayan in northern Mindanao.

PROJECT No. 13—This is a road to connect the municipal district of Kapai, interior part of Lanao, with the port of Iligan, and will develop the fertile Kapai and Mandulog River Valleys.

PROJECT No. 14—This proposed interprovincial road between Bukidnon and Agusan provinces starts from Talakag in northwestern Bukidnon, passing through Maramag on the Bukidnon-Cotabato Interprovincial Road and connecting with the municipal district of Waloe in Upper Agusan. It will develop the best agricultural region of the province of Bukidnon, the Pulangui and Omayan River Valleys of northeastern Bukidnon and southwestern Agusan.

PROJECT No. 15—This is a proposed interprovincial road to connect the port of Cagayan in Oriental Misamis with the municipal districts of Baungon and Libona in the northwestern part of Bukidnon province. It will develop 20,000 hectares of fertile agricultural land to be traversed by it.

PROJECT No. 16—This proposed interprovincial road will connect the municipal district of Milagros in Upper Agusan with Odiongan, a progressive portion of the municipality of Gingoog on Gingoog Bay, province of Oriental Misamis. It will be a short cut from Upper Agusan to the coastal road of Oriental Misamis.

PROJECT No. 17—This project is the Agusan-Davao Interprovincial Road now under construction. This road will develop the fertile agricultural land on the west bank of the Agusan River and the rich Tagum and Saug river valleys, province of Davao.

PROJECT No. 17 (a)—This is a connection between the road systems on both sides of the Agusan River at the municipality of Talacogon, Central Agusan.

PROJECT No. 18—This is an interprovincial road between Agusan and Surigao connecting the municipality of Lianga on Lianga Bay, province of Surigao, with Ampayon, a barrio on the

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PROJECT No. 32—This proposed road is intended to develop the great Ala River valley in west central Cotabato, starting from the municipal district of Maganoy and ending in the municipal district of Tugis on the south coast of the province.

PROJECT No. 33—This is a road to connect the two long roads No. 31 and No. 32 described above at the southern portion of the province of Cotabato near Lake Maughan.

PROJECT No. 34—This is another road in central Cotabato to develop the extensive agricultural land on the east side of Liguasan Marsh, starting from Kayaga on the Davao-Cotabato Interprovincial Road and ending at Dulok south of Lake Buluan on the Glan-Makar-Reina Regente National Highway.

PROJECT No. 35—This is the authorized National Highway to connect Sarangani Bay, province of Cotabato, with Malalag Bay, province of Davao, and designed to develop the Malalag and Tinabalan Valleys.

PROJECT Nos. 36, 37, 38, 39, 40 and 41 are all on the islands of Jolo and Tawitawi, province of Sulu. Projects Nos. 36, 37 and 38 are proposed roads to serve the coastal regions of the island of Jolo. Projects 39 and 40 are proposed roads in the interior of the same island primarily for the maintenance of peace and order and also to develop important agricultural lands traversed by said roads. Project No. 41 is to connect the north and south coasts of the Island of Tawi-Tawi where an agricultural colony has been established.

TOBACCO REVIEW
By P. A. MEYER



RAWLEAF: Buying in Cagayan and Ysabela provinces continues very slowly, the farmers holding out for higher prices. Exports during the month were, aside from the shipments to the United States, practically nil, as shown by the following figures:

Rawleaf, Stripped Tobacco and Scraps

	Kilos
Belgium.....	1,943
China.....	1,611
Holland.....	2,242
Hongkong.....	2,230
Straits Settlements.....	1,088
United States.....	216,207
August, 1937.....	228,321
July, 1937.....	507,470
August, 1936.....	1,086,609
January-August, 1937.....	9,181,748
January-August, 1936.....	10,016,399

CIGAR shipments to the United States compared as follows:

	Figure
August, 1937.....	17,430,560
July, 1937.....	15,083,666
August, 1936.....	16,658,599
January-August, 1937.....	110,123,732
January-August, 1936.....	110,385,222

MANILA HEMP
By H. P. STRICKLER
Manila Cordage Company

During the first half of August the foreign markets were quiet with a tendency towards lower prices on all grades. This quietness in demand was not unusual as it had followed a fairly active period of buying. However, towards the middle of August the Sino-Japanese conflict, and the subsequent withdrawal of Japan from the market as a result of the government's regulations limiting or prohibiting certain exports, affected the market adversely. Foreign buyers, realizing that Japan normally imports from 28% to 30% of Philippine abaca, completely withdrew from the market, and this

cessation of demand produced a sudden crash in prices, the like of which has not been seen for many years.

While the rapid decline in prices affected all grades, the grades CD and E and the grades J2 and below to Y3 suffered most. The intervening grades declined only slightly owing to their scarcity and owing to the potential demand there is in the world's markets for them at the present time.

Towards the end of the month, foreign buyers in Europe and America commenced to realize that prices had perhaps declined to the limit, and a sporadic demand became evident, promising to increase in volume during the first half of September.

Prices of Loose Fiber in Manila Per Picul

July 31st		August 31st	
CD.....	P35.00	CD.....	P28.00
E.....	33.00	E.....	26.00
F.....	27.00	F.....	24.00
I.....	22.50	I.....	18.50
S2.....	20.00	S2.....	17.50

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