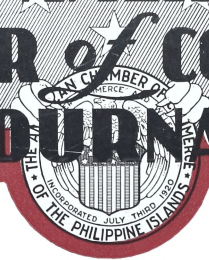


MANILA

PHILIPPINE ISLANDS

UNIVERSITY OF THE PHILIPPINES
LIBRARY

THE AMERICAN CHAMBER OF COMMERCE JOURNAL



Vol. 6 No. 9

September, 1926

Beginnings of Free Trade Talk in America

H. B. Pond: The American Business Outlook

Mr. U: A Study of Chinese Philosophy Disguised

The Present Agricultural Situation in the Philippines

A Crusader for Uncle Sam in the Empire Days

Dr. J. W. Strong Again: And Again on Philippine Rubber

Some Agricultural Resources of Mindanao

"C. D." Squires Strikes Camp: A Tribute to Him

The Advancing Philippine Motor Market

Use of Chemical Fertilizers in the Philippines

Editorials

Papers and Reviews of Interest to Business Men and Students of Business Affairs

Production of
LA FLOR DE LA ISABELA
Cigar & Cigarette Factory

IT IS A GREAT MISTAKE
to think that light wrappers mean mild cigars.

Prove this by trying

“BEST PRESIDENTES”

Wrapped with the best Isabela Wrapper

INTERNATIONAL
BANKING CORPORATION



(OWNED BY THE NATIONAL CITY BANK OF NEW YORK)

CAPITAL [paid in cash] - - - - - U. S. \$5,000,000.00
SURPLUS and UNDIVIDED PROFITS - - - - - U. S. \$9,000,000.00

Head Office - - - - - 60 Wall St., New York

BRANCHES

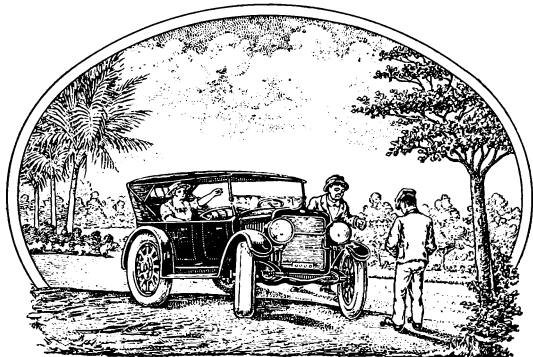
Barcelona	Cebu	Kobe	Peking	Singapore
Batavia	Dairen	London	Rangoon	Tientsin
Bombay	Hankow	Madrid	San Francisco	Tokyo
Calcutta	Harbin	Manila	Shanghai	Yokohama
Canton	Hongkong	Osaka		

Commercial Banking and Foreign Exchange

Current accounts opened, savings and fixed deposits received
in pesos and other currencies at favorable rates.

Manila Office - - - - - Pacific Building

S. Williams, Manager



*—look for
the blue sign—*

There's always a dealer near by who can supply you with Socony Motor Oils and gasoline.

SOCONY
MOTOR GASOLINE



STANDARD OIL COMPANY
OF
NEW YORK

CEBU **ILOILO** **MANILA** **BAGUIO** **LEGASPI**
ZAMBOANGA

The Importance of Quality in Circulation Value

Readers, Like Audiences, Differ

Many advertisers are inclined to judge mediums upon the basis of "returns" instead of basing judgment upon actual, intrinsic values. They assume, though they don't realize it by any means, that all classes of humanity are equally responsive; that an audience at the Metropolitan Opera House, for example, will rise on its hind legs and give three cheers in exactly the same proportion as an audience at the Dempsey-Firpo prize fight.

To use a figure of speech, circulation statistics can only measure the length and breadth of the fighter's arm. To pick the winner, it is necessary to know how hard he can hit with it.

What counts far more than inquiries or anything else is the eagerness with which the readers of a publication rip off the wrapper, the interest with which they dive into its pages, and the confidence with which they emerge at the back cover. Those are the reactions which make for real, honest-to-goodness advertising value, and the only place you can get any indication of them is in the pages of the publication itself. Most of the shrewdest and best buyers of advertising space are men who keep themselves informed in this way, and they make the most intelligent use of figures and statistics because they know what the figures and statistics mean.

The value of a publication as an advertising medium depends directly upon the depth and extent of this faith in the minds of its readers, whether there are a thousand of them or a million.

Sow your Business seeds in the fertile circulation of the MANILA DAILY BULLETIN—and reap rich rewards.



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

The American Chamber of Commerce Journal

PUBLISHED MONTHLY

BY

THE AMERICAN CHAMBER OF COMMERCE OF THE PHILIPPINE ISLANDS

(Member, Chamber of Commerce of the United States.)

ENTERED AS SECOND CLASS MATTER MAY 25, 1921, AT THE POST OFFICE AT MANILA, P. I.

LOCAL SUBSCRIPTION—74.00 PER YEAR. FOREIGN SUBSCRIPTION \$3.00, U. S. CURRENCY, PER YEAR. SINGLE COPIES—35 CENTAVOS

WALTER ROBB, Editor

Mrs. GEO. L. MAGEE, Advertising

BOARD OF DIRECTORS

H. L. Heath, *President*
C. M. Cotterman, *Vice President*
J. W. Haussermann, *Second Vice President*
(66 Broadway, N. Y.)

B. A. Green, *Treasurer*
George H. Fairchild,
P. A. Meyer
E. E. Selph, *General Counsel*

S. F. Gaches (*absent*)
Robert E. Murphy
H. M. Cavender

ALTERNATE DIRECTORS:

Fred A. Lenz John L. Headington
W. L. Marshall John T. Pickett
John R. Wilson, *Secretary*

COMMITTEES

EXECUTIVE:

H. L. Heath, *Chairman*
C. M. Cotterman
George H. Fairchild

FELIEF:

W. J. Odum, *Chairman*
Carl Hess
John Gordon

MANUFACTURING:

Fred A. Lenz, *Chairman*
John Pickett

LEGISLATIVE:

C. M. Cotterman, *Chairman*
Frank B. Ingorsoll
William J. Rohde

FINANCE AND AUDIT:

B. A. Green, *Chairman*
C. M. Cotterman
Paul A. Meyer

FOREIGN TRADE:

S. F. Gaches, *Chairman*
R. E. Murphy
M. M. Saleeby
Paul A. Meyer

PUBLICATIONS:

R. E. Murphy, *Chairman*
Carson Taylor

BANKING AND CURRENCY:

Stanley Williams, *Chairman*
H. B. Pond

RECEPTION AND ENTERTAINMENT:

George H. Fairchild, *Chairman*
John R. Wilson

HOUSE:

John L. Headington, *Chairman*
Frank Butler

LIBRARY:

John Gordon, *Chairman*

SHIPPING:

H. M. Cavender, *Chairman*
L. L. Spellman

CHAMBER INVESTMENTS:

C. M. Cotterman, *Chairman*
H. A. Green

MANILA
P. I.

CONTENTS FOR SEPTEMBER, 1926

VOLUME 6
NUMBER 9

	Page		Page
Philippines Buying Many More Automobiles	5	REVIEW OF AUGUST BUSINESS:	
Beginnings of Free Trade Talk in America	6	Sugar (<i>By George H. Fairchild</i>)	26
"C. D." Packs His Duggage	7	Rice (<i>By Percy A. Hill</i>)	27
Present Agricultural Situation in the Philippines	8	Tobacco (<i>By P. A. Meyer</i>)	28
EDITORIALS (<i>By Walter Robb</i>):		Lumber (<i>By Francisco Tamesis</i>)	28
A Gross Dereliction	19	Exchange (<i>By Stanley Williams</i>)	28
New Constitutional Point	10	Hemp (<i>By L. L. Spellman</i>)	29
The Public Schools	10	Copra (<i>By R. K. Zereker</i>)	29
A Crusader for Uncle Sam in the Empire Days (<i>By</i> <i>Percy A. Hill</i>)	11	Shipping (<i>By H. M. Cavender</i>)	30
Some Agricultural Resources of Mindanao (<i>By Walter</i> <i>Robb</i>)	12	STATISTICAL REVIEW OF COMMERCE:	
Mr. U: A Study of Chinese Philosophy Disguised (<i>By</i> <i>Paul Morand</i>)	15	Imports and Exports from and to Atlantic and	
Present and prospective U. S. Prosperity (<i>By H. B.</i> <i>Pond</i>)	18	Pacific Ports by Nationality of Carrying Vessels.	34
Glancing Through Dr. Bewley's School Report	20	Principal Exports	35
Dr. Strong Gives Details on Rubber Growing	21	Principal Imports	35
Talking with Traffic Manager Royer	23	Port Statistics	35
Chemical and Physical Characteristics of Philippine Iron		Carrying Trade	35
Ores	24	Foreign Trade by Countries	35
Use of Chemical Fertilizers in the Philippines (<i>By E. M.</i> <i>Gross</i>)	32		

The American Chamber of Commerce is ready and willing at all times to furnish detailed information to any American Manufacturer, Importer, Exporter or other Americans who are interested in Philippine matters. Address all communications and requests for such information to the Secretary of the Chamber, No. 14 Calle Pupin, Manila, P. I.

The American Chamber of Commerce of the Philippines is a member of the UNITED STATES CHAMBER OF COMMERCE, and is the largest and most adequately financed American Chamber of Commerce outside the continental boundaries of the United States. The organization has Twelve Hundred members, all Americans, scattered over the Philippine Archipelago from Tawi Tawi to the Bataan. The organization of branches in all the American communities of the Asiatic Coast is being stimulated.

THE AMERICAN CHAMBER OF COMMERCE OF THE PHILIPPINE ISLANDS should not be confused with other organizations bearing similar names such as the Chamber of Commerce of the Philippines, the Philippine Chamber of Commerce, the Philippine-American Chamber of Commerce and the Manila Chamber of Commerce.

TEAL MOTOR CO., Inc.

ANNOUNCES

1927

BUICKS

AND

OLDSMOBILES

On Display In Our Show Rooms

Saturday, September 11th

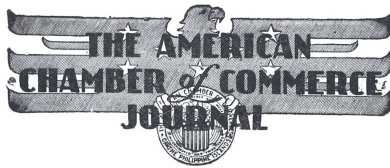
100 Buicks Due to Arrive This Month
Consisting of All 1927 Models

PLACE YOUR ORDER NOW!

TEAL MOTOR COMPANY, Inc.

Recently Incorporated for P1,000,000

527 Muelle del Banco Nacional



SEPTEMBER, 1926

Philippines Buying Many More Automobiles

Gasoline and Oil Road Tax Piling Up Big Fund



JULIUS NEESE
President, Manila Trading and Supply Company

"It is pleasant to drive this car into the provinces where the roads are good, and nearly all the roads are good now," remarked the owner of a moderate-price car when he had returned home from his first snipe shoot this season. He had been trying the car, during the trip, at various speeds: forty-five miles an hour was exhilarating, but 35 miles an hour seemed about right from the viewpoint of economy and absolute safety. It is because so many, like him, find motoring into the provinces irresistibly pleasant, that sales of cars are steadily mounting and more makes are coming into the market.



MAX MARTIN DIXON
Manila Overseas Sales Company

is keen, makes the field quite largely a buyer's field; the buyers are offered better

terms, and more people see their way clear to the purchasing of a car. Another factor is the steady extension of the inter-provincial roads, with the prospect of new roads in the several provinces of Mindanao financed from the gasoline and oil tax as well as from insular appropriations.

There is a genuine demand to satisfy. It seems too that the demand for luxurious cars is not decreasing the older demand for cheaper cars; the general demand for cars of all sorts is growing, together with the demand for trucks.

It is even believed that this is really the beginning of things in the Philippine motor trade. Competition, which

the proved efficiency of the auto truck in carrying freight and passengers keeps broadening the field for this line. Be all the factors what they may, the field for the sale of motor vehicles, both cars and trucks, is broadening in the Philippines, seemingly on a good sound basis.

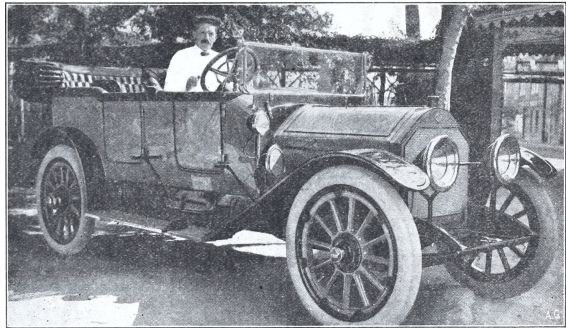
The proved efficiency of the auto truck in carrying freight and passengers keeps broadening the field for this line. Be all the factors what they may, the field for the sale of motor vehicles, both cars and trucks, is broadening in the Philippines, seemingly on a good sound basis.



G. M. JOHN
Automobile Department,
Pacific Commercial
Company

P2,657,394, which this year's first seven months exceeded by 831 cars and **P389,774**. The average price of cars imported this

Looking over the customs figures up to the end of July, the latest date for which they have been compiled, it was found that during the first seven months of the year 2402 cars valued at **P3,047,148** were brought in. Last year, best in the whole record up to that time, during importations were the same period the 1571 cars valued at



HILTON CARSON DRIVING AN INTERSTATE IMPORTED BY C. ALKAN, INC. 1911, THE FIRST CAR WITH ELECTRIC LIGHTS BROUGHT INTO THE ISLANDS. CARSON NOW MANAGES THE PHILIPPINE MOTORS CORPORATION.

United States Tires
are Good Tires



Royal Cord

The *only* tire built with Sprayed Rubber and Latex treated Web Cord, and by the Flat Band Building Process.

ROYAL CORD TIRES NEVER WEAR SHABBY. THEY WEAR AND WEAR--AND WEAR

Philippine Distributors

MANILA TRADING & SUPPLY COMPANY

MANILA

Iloilo

Cebu

Bacolod

Legaspi

year has been P1269, and the average price of cars imported last year (for the period covered, the first seven months) was P1691, the average lower invoice value per car this year being P122; and yet there is no doubt that more high-price cars are now being brought into the islands and sold than were brought in and sold last year.

The reduction in the prices of cars has without doubt favorably influenced sales.

Seven Months Imports of Automobiles

Month	1925	1926
January	311	197
February	103	439
March	216	300
April	60	340
May	416	265
June	52	371
July	413	490
Totals	1571	2402

As to trucks, during the whole of 1925 there were 1026 imported, valued at P1,683,975. During the first seven months 574 valued at P602,748 were imported. During the first seven months of this year, 939 valued at P946,342 were imported, which closely approaches the entire business of last year. It exceeds the business of the first seven months of last year by 365 trucks and P343,594. The average invoice value of trucks brought in during the period covered in 1925 was P1050, and the average invoice value of trucks brought in this year during the same period is P1,008. The difference, P48, is far less than the difference in the average invoice value of motor cars, but it is a reduction and therefore conducive of wider sales.

For the same period, the value of automobile parts exclusive of tires brought in last year was P551,447, and this year P781,306 or P229,829 greater.

WALTER E. HICKS,
Laneta Motor Company

cars, but it is a reduction and therefore conducive of wider sales.

For the same period, the value of automobile parts exclusive of tires brought in last year was P551,447, and this year P781,306 or P229,829 greater.



ELAIS TEAL,
Of Teal Motor Company

20,151, and last year on the same date only 16,694, the increase in licensed vehicles being 3,457.

Motor Licenses in Force July 31

Private Ownership	10,826
Garage Ownership	1,974
Public Utility	1,074
Government Ownership	197
Trucks	1,752
Garage trucks	130
Trucks, P. U.	1,740
Trucks, Hire	1,182
Gov't Trucks	69
Motorcycles	242
Gov't motorcycles	212
Trucks, U.	55
Total	20,151

The legend, "Trucks, U." may deserve a friendly explanation. It arises from a whimsical alteration with the undertakers. They cart, according to the courts, mere cargo, but they and their mourning clients have a better opinion of it. This they explained at the license department; and so, while their motor hearses are really licensed, under the law, as trucks, the little secret is concealed and decorum far better preserved by placing "U" on the license plates in lieu of "T," and all is as it should be.

The average license fee seems to be about P35, but the 55 "U" vehicles average around P55 or P60 each. The morticians don't mind, however: they find the motor vehicle a good asset to them and are able to charge accordingly. They only in-

This is all reflected, of course, in the license department of the bureau of public works, where the receipts from licenses and fines were P883,825.61 from January 1 to September 1, inclusive, this year, and more than for the same period last year by P158,471.36. On July 31 this year the number of motor vehicles operating under license was

sist upon the innocent camouflage, for man's sake. They are traditionally well-mannered folk. Ugh! Enough of them!

Now with a tax of four centavos a liter on gasoline for motor vehicles, and three centavos a liter on oil for them, the active use of 22,000 such vehicles in the Philippines is piling up a goodly sum for building and repairing roads and bridges. This is ascertained from the customs office. Up to the end of July that office had collected P1,022,362.77 from gasoline, P840,447.98 of which was for the road fund, to which the oil tax added P160,418.61, making it altogether P1,000,866.49.

This tax is divided by law into five equal parts. A fifth is subject to distribution among the provinces on the basis of population; another fifth is distributed on the basis of the existing first and second class roads; another on the basis of the area of the provinces, and another on the basis of the licensed motor vehicles. A fifth is for the maintenance of important roads, and is appointed by the secretary of commerce and communications upon recommendation by the director of public works. From this and from the fifth to be distributed in accordance with the area of the various provinces, a fund of several hundred thousand pesos will accrue for roads and bridges in Mindanao, Cagayan and other provinces where sales of automobiles will only become important when roads are provided.

countries seven billions more. As compared with 1913, when our exports to European countries totaled \$2,484,000,000 they have doubled, amounting last year to \$4,909,000,000, and for the first four months of 1926 to \$1,513,000,000. Merchandise imports have increased from \$1,793,000,000 in 1913 to \$4,228,000,000 in 1925, and \$1,646,000,000 for the first four months this year. In addition, the United States has imported \$2,197,000,000 of gold since 1913 through April, 1926, constituting with our original holdings about half of the world's available gold stock.

This tremendous growth has profoundly changed our position in world trade and as a creditor nation. The first effect of the European loans and investments of the United States has been to increase our export totals.

In coming years Europe, the borrower, must continue to export to the United States, lender, more than the trans-Atlantic states import from us. Goods in payment of debts and industrial yields of American investments abroad must be added to the sum total of goods for which we exchange our aggregate of merchandise exports. Like Great Britain, the United States has not only become a lending nation, but we must make extended preparations for this regular yearly excess of the value of exports in payment for the moneys we have invested in Europe.

Can this mean that the United States will likewise follow Great Britain into free trade?

Not quite so fast as its need, for it has grown; but eventually it probably will.

There is witnessed a renewed championship by a Republican administration of the American consumer against the special interests of a great class; a protest, that is through an officer of the President's cabinet, that the provisions of the Farm Relief bill work "to decrease the cost of living to every consumer of the five basic agricultural commodities in this country." To be more explicit, Secretary Mellon pointed out in his letter on the Haugen bill that if higher prices were secured in the home market for the farmer, like treatment might logically be demanded by the textile,

Beginnings of Free Trade Talk in America

Wall Street Squarely Facing Debt-Payment Problem

Editor's Note—The following article is condensed from an argument in behalf of free trade written by Irving Fisher and published in the July number of the Magazine of Wall Street.

This in itself is most significant: it shows that business is no longer certain that its principal interests are served by protection. There are the foreign debts, the United States in a new category as a creditor nation, and her exports exceeding imports. The change of front may come about faster than the general public might suppose, and so, as the Philippines would be affected even by modification of the protective policy, the article is of extreme interest here.

Secretary Mellon has struck a new note. In their concern over the defeat of the major Farm Relief bills preceding the adjournment of Congress, Senator Gooding of Idaho, stalwart exponent of the protective tariff principle, declared that the farmers

were ready to "tear down the tariff wall and throw it into the sea." Senator Cummins, commenting on Mr. Mellon's denunciation of the McNary-Haugen bill, said that if the measure were lost—as it was lost—on the grounds urged by the Secretary of the Treasury, the "whole policy of protection is doomed to absolute extinction."

While we may discount somewhat these sweeping assertions, the advocacy by Secretary Mellon, and inferentially by President Coolidge, of non-interference with world prices in the domestic market for the basic products of agriculture seems to indicate a historic change.

It is not, primarily, so much a change of party view as of the attitude of American business toward Europe. In addition to our official war loans to Europe of more than ten billions, in large part cancelled by the easy terms of payment, our private loans to European states since 1917, have approximated two billions, and to other

boot and shoe, coal and other industries under a new form of protection that would permit overcharging the American consumer and dumping abroad.

Our financial interests, with their immense investments abroad, are now in a position to recognize the need of an international division of labor and production. They perceive that the European peoples can produce many things better than we can or wish to—especially all sorts of handmade and semi-handmade goods. Our industrialists, on the other hand, know that they can meet and beat foreign competition in the field of large-scale, standardized production. Their industries have long outlived their infancy; their protection on this ground was put forth as a temporary expedient to help get them started, much as a patent is granted as a temporary aid in getting a new device on the market. A more insistent desire to expand markets at home and the world over is dominant with the large-scale industries, which are no longer dependent on tariffs as they are upon successful competition at low unit costs and at low prices within the reach of multitudes of consumers.

Like our farmers, all these industries have

the problem of an exportable surplus.

They are becoming impatient of the pleas of the upward revisionists when they see that their demands concern in large measure protection for elaborately finished goods, art products, specialty products, and for handicrafts. Our prosperity is not compatible with keeping millions employed by lacemakers, embroiderers, manufacturers of penknives, of glass and chinaware, of fabrics that require ornate touches by hand, of art objects, or of the catalogue of goods made on specialized machines that differ from the standard types.

American workmen freed from industries of this category will more and more find their way into the industries which our manufacturers find it worth while to expand with higher forms of organization, with the molds, patterns and machines capable of enormous output for the whole world—motor cars, sewing machines, reapers and binders, building and railroad steel, coal, oil, and foodstuffs raised by tremendous marketing organizations. And these workers will be employed at the same high wages as they now enjoy—quite possibly, even, at higher wages.

"C. D." Packs His Dunnage and Goes Back East

Venerable Nimrod and Business Man Retires from Field



C. D. SQUIRES—
Off for Deer

Like the miller of the Dec, he envies no one and would never suppose, much less desire, that anyone should envy him. He is just plain "C. D." or Charles Darwin Squires, until recently the principal owner of Squires-Bingham Company, 15 Plaza Gold, where hunters are wont to rendezvous and spin their pardonable exaggerations.

It was always delightful to spin them to "C. D." If he didn't believe the whole of them he kept his doubts to himself; and he always smiled with kindly appreciation, as if all were true as gospel. He is in fact a man unable to suspect distortion of the truth, even for innocent ends: if there is any kidding it usually has to be pointed out to him. Many old friends were at the ship to bid goodbye. Rugged sportsmen that they all are, how many had dry eyes as the big liner pulled away from the dock? Don't ask, boys, for when "C. D." goes away it means something—something deeply felt, that can't be expressed.

If he were coming back, that would be another matter. But he isn't, at least he doesn't plan to; he has pulled up stakes, struck camp and gone back east!

When the *Empress of Canada* sailed away from Manila Saturday, August 28, it took away from the Philippines an American whose general esteem in this most western territory of the United States might be the envy of thousands. But he wouldn't wish it to be. No man ever ordered his life more

upon the guidance of generous impulses.

Squires came to Manila with Mrs. Squires (everyone says "Mother" Squires) from Minnesota in 1903, to associate himself in business with his brother, Roy W. Squires, and W. O. Bingham, who were both soldiers in the First Washington Volunteers in 1898. In 1900 they had opened shop in the walled city, a camera shop, having one Eastman kodak between them. They took pictures of the troops in action and did a thriving business, considering the time they had for it. Afterward they got quarters in the McCullough building, now Goutlet's, and in 1904 the business was removed to the present quarters.

This was the year the firm began importing glass. The camera shop soon became secondary. Since 1904 the company has imported practically all the plate glass brought into the islands. The arms, ammunition and sporting goods lines came half unintentionally; they rank second only to glass, but in the beginning this was never thought of. All the partners were

hunters and fishermen, abroad with rod and gun whenever opportunity offered. As at that time only English and Spanish marks were to be had in Manila, they began importing for themselves from the United States. Then they had to do it for their friends, and eventually to meet the demands of the public generally.

The business came to have a capital of P200,000, a portion of its actual worth. There never seemed to be much order about the place. There was atmosphere, with "C. D." a large part of it, and in hard times and good times the earnings were satisfactory. No one with a valid complaint ever wound his way past the floor display, and the dingy partition that came out too far, and the careening piles of papers, manifests and catalogues, tumbling half off boxes and queer-looking safes, to the high-legged desk were "C. D." presided over ledgers that always appeared to bewilder him, and came away again with the complaint and satisfied.

If Squires-Bingham were wrong, Squires Bingham had to be put right. The world stopped until this was done. On these occasions "C. D." would clamber down from his ridiculous perch with the alacrity that won him many a trap championship, his whole purpose being to put things right. What the cost might be never came into his mind.

It perhaps quite often never got into the books.

These books, one believed, "C. D." thoroughly understood, as of course he did. There was about them that painstaking integrity that one associates with the bound ledger, as opposed to the loose-leaf typewritten modern substitutes, and with the old-time letter press. But one never for a moment supposed that "C. D." took any particular pleasure in totting up their columns and setting aside the profits, however liberal these might be. He was always ready, when visitors wedged in, to lay the books aside, stuffing ragged envelopes between their pages for markers, and to remove his glasses and take up the far more serious matters of life—hunting, fishing and that sort of thing. If accounts remained unpaid and became worthless, he was far more anxious to ascertain what dreadful misfortune the delinquent had encountered than to ascertain what the firm's loss on him would be.

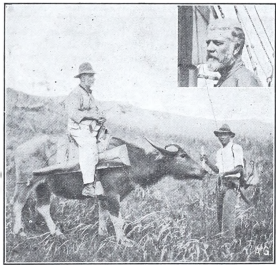
"About what will your loss be?"

"Oh, we'll lose something, of course; but I wasn't thinking of that. I just wonder what the man will do, how he'll get on his feet again!"

The place never gave the impression that invoices were ever taken, or stock tallied up. More "competent" firms frequently take advantage of holidays for these sacred ceremonies, but... a fellow can always go hunting on a holiday! Think of using one for taking stock! Nevertheless, patronage was just about measured by the company's capacity to supply.

"C. D." came to Manila when he was 41 years old; he left when he was 65. His health is robust; he likes the country, the climate agrees with him, and he likes the people. He doesn't relish at all the turmoil of Manila politics, the overlasting uncertainty, and this more than anything else is the cause of his going away—when he would, right down in his heart, much prefer to stay.

Easy-going that he is, he has his convictions and anybody who takes the trouble can always find out precisely what they are. He won't argue, won't try to get them to give up their own opinions, and it is useless for them to try to deprive him of his. He doesn't arrive at them hurriedly. Once there, he stays.



THIS IS BETTER THAN WALKING. THE INSET IS AN UNUSUALLY FINE PROFILE OF SQUIRES.

He never mistrusts anyone until the man has proved himself a rogue. "C. D." has poured many thousands of pesos into various ventures in the islands, each and every one of them of an upbuilding character, and the worst he says, in explaining their failure, is that "some were poorly

than it is of "C. D." and "Mother" Squires. They will visit with Roy Squires and his family in Shanghai for a while, then go on to the United States, motor about for a few months and probably settle somewhere on the Pacific coast. The sincerest wishes go with them.



"C. D." GETTING INTO BIG GAME COUNTRY, FRENCH INDOCHINA



"C. D." KILLS A TIGER

managed, some just couldn't succeed." He bears no grudges, harbors no malice.

In the twenty-four years he has been in the Philippines he has hunted all over Luzon and fished on most of the well known fishing banks. He has been twice into the jungle of Indochina for big game, and his party, including army officers, was the first to shoot tamarao in Mindoro. This was in 1911. He has had many hunts there since the tamarao, one of the fiercest of the big-game tribe, is found only on Mindoro. "C. D." has his full quota of heads.

If all hunters had the ethics of "C. D.," game laws would be superfluous. They don't, so the game laws are merely ineffective. Luzon is one of the world's richest hunting grounds; there are deer, pig, carabao, snipe and duck. Pigs are pigs; among the others there are many varieties and their haunts are well distributed. But men violate the law and go out at night, making the kill by shining the eyes of the animals with lights, and planting deliberately murderous shots.

This sort of thing is decimating the game, to say nothing of its questionable sportsmanship.

Trap shooting is quite as enticing to "C. D." as is game shooting, when the latter isn't possible. Anyway, he does like the traps. He has won countless shoots in the islands, and in 1919 won the insular championship in the annual shoot at Tiro al Blanco. His dunnage was crammed with medals and cups, chiefly valued for their associations, the boon companionships they recall. He is a charter member of the Cosmopolitan Gun Club, organized in 1916, and in the distribution of its offices he quite naturally accepted the meanest of the lot, that of secretary-treasurer.

It is too bad that the situation is such that it does not leave with us, in their more venerable years, men and women who by long residence and upright and wholesome lives come to be so invaluable to the community, so instinctively honored and universally respected. This is true of none more

Of course there was a farewell shoot at the club, as well as a big club dinner downtown. And what "C. D." would not like to have omitted, even if nothing else were

so, is the names of the men who were with him here in business; for they were far more than business associates to him. Aside from those already mentioned these men are L. E. Perske, one of the original incorporators, and A. D. Hileman, who bought into the firm when Roy W. Squires went to Shanghai and Perske went to California. Charles E. Haygood acquired "C. D.'s" own interests a few months ago.

In northern China, "C. D." plans to have his farewell hunt in the orient. Roy W. is making the arrangements. It were best to wind up with the more important affairs, the remark on the last big hunt; for the business aside from hunting and angling is just what was done between times.

Present Agricultural Situation in the Philippines

Area Devoted to Nine Principal Crops 3,541,570, Hectares

The crop estimates of the statistical division of the bureau of agriculture have recently been released, for the year ending June 30, 1925, as compared to the immediately previous year ending June 30, 1924. They list nine principal crops, rice, sugar cane, coconuts, abaca, corn, tobacco, maguey, cacao and coffee. They give the total area devoted to these crops as 3,541,570 hectares, compared to 3,547,860 hectares the previous year; the decrease in area cultivated to the nine principal crops of the islands being only 6,290 hectares or 15,725 acres. Such a difference on such large areas is insignificant; though it shows no gain, it indicates but slight loss; and yet it must be remembered that it does represent the whole area that six farm corporations may legally purchase from the United States public domain of the islands.

Agriculture was not precisely booming in 1925, and yet on the whole, prices for commodities were good and demand steady.

Rice especially fetched a price quite above the ordinary market, P4.20 per cavans of palay. The production is given at 45,652,600 cavans, more than four millions above 1924, with the hectarege 1,725,500 or 12,410 below 1924. But the accompanying table tells the whole story, the figures being based, of course, upon the reports of municipal officials. Nueva Ecija, leading rice province, reported two per cent increased area and 11 per cent increased production. Cagayan, similarly affected by the Ilocano migrations, reported but one per cent increased area and 19 per cent increased production. Pioneering and

homesteading seem to have been little responsible if at all for the increased total crop, though Nueva Vizcaya may be an exception to the rule, with seven per cent increased area and 33 per cent increased yield. Isabela had but one per cent larger area and seven per cent larger yield.

Improved social conditions are indicated in certain of the southern provinces. Palawan had an area of 6,250 hectares in rice, 18 per cent more than the previous year, with an increase of 50 per cent in yield. Sulu had 2,420 hectares, as compared with 1,280 the previous year, or 89 per cent increased area and 112 per cent increased yield. Government experimental activities in behalf of the rice industry are ridiculously inadequate, a fact reflected sharply in the condition of the industry, one for which the people have a natural preference. The agricultural fair movement in connection with carnivals and fiestas is an effective means of reaching the people and tickling their peasant ambitions, but it remains wholly disorganized and the supervision of scientific men is usually conspicuous by its absence.

The average production of rice per hectare, 26 cavans, is due to the want of tutelage the farmer has from the government, and to the system of tenantry and an organization of society that creates in owners an indifference toward the careful management of their estates.

It must however be borne in mind that local production of rice has enormously increased since the American occupation, and the quantity and value of many other crops have been similarly affected. But

PRODUCTS	Average Price in the Municipal Markets		Value of Sugar Cane and Coconut Products in the Municipal Markets		Total Value in the Municipal Markets	
	1925	1924	1925	1924	1925	1924
Rough Rice	F 4.20	F 4.20			P192,179,270	P172,957,290
SUGAR CANE—						
Sugar	10.06	14.06	P107,249,810	P100,290,970		
Panocha (small cakes)	8.29	9.59	39,938,920	57,478,620		
Basf (a beverage)	15	17	608,650	651,250		
Molasses	09	13	416,130	392,140		
TOTAL VALUE OF ALL SUGAR CANE PRODUCTS					P112,729,500	P103,667,180
COCONUTS—						
Ripe Nuts as food	63	63	3,870,256	1,626,900		
Copra	10.47	9.29	39,938,920	57,478,620		
Coconut Oil	43	41	851,660	758,640		
Tuba (a beverage)	08	07	2,907,150	8,270,610		
TOTAL VALUE OF ALL COCONUT PRODUCTS					71,417,980	68,134,370
Abaca (Manila Hemp)	25.53	13.82			41,296,120	43,146,250
Sisal	10.47	9.29			40,747,250	39,283,960
Tobacco Leaf	13.05	12.22			11,891,590	11,505,420
Nagney	12.46	8.21			5,662,530	3,049,140
Cacao	1.07	1.04			1,485,100	1,206,600
Coffee	71	69			836,300	806,900
TOTAL					P191,120,160	P140,417,110

1 Cavan of rough rice equals 44 kilos
 1 Cavan of cleaned rice equals 57.5 kilos
 1 Cavan of shelled corn equals 58 kilos

1 Picul equals 63.25 kilos
 1 Quintal equals 46 kilos
 P1.00 (Philippine Currency) equals \$0.50 (U. S. A. Currency)

CROPS	Area Cultivated Hectares		PRODUCTS	Amount Produced	
	1925	1924		1925	1924
RICE	1,725,500	1,737,919	Rough Rice	45,652,600	41,370,700 Cavans
SUGAR CANE	239,470	227,190	Sugar	10,659,480	7,132,640 Piculs
			Panocha (small cakes)	521,030	456,100 Piculs
			Basf (a beverage)	4,315,210	3,860,570 Liters
			Molasses	1,823,960	2,476,350 Liters
COCONUTS (Average of 120 trees per Hectare)	472,050	469,410	Ripe Nuts as food	10,674,000	45,548,000 Nuts
			Copra	3,726,600	19,150 Piculs
			Coconut oil	1,993,450	1,865,770 Liters
			Tuba (a beverage)	87,252,230	11,581,800 Liters
ABACA	477,110	485,340	Abaca (Manila Hemp)	2,453,570	3,125,450 Piculs
CORN	522,840	533,230	Shelled Corn	7,606,110	7,430,320 Cavans
MAGNEY	31,100	29,280	Magney	910,910	911,800 Quintals
CAFFEO	1,400	1,380	Cacao	1,111,900	1,160,800 Kilos
COFFEE	930	900	Coffee	1,178,200	1,173,600 Kilos
TOTAL	3,511,570	3,517,460			

too much pride has been taken by the government in these matters, incidental to a new regime. It is only by comparison with the potentialities, not with a former regime, that the present regime may justify its administration; and 2-1/2 million hectares growing nine principal crops are little enough in an archipelago of approximately 29,440,000 hectares.

The value of the rice crop last year is given at P192,179,270, that of the previous year at P172,957,290.

Private initiative of thoroughly enterprising organizations leads the sugar industry, and the work of the college of agriculture in support of this industry is less handicapped than it is in support of rice, tobacco and other crops. The Philippine Sugar Association has plans for operating an extensive experimental station, upon a concession from the government specifically for this purpose. The movement establishing centrifugal mills in old sugar regions where muscovado has heretofore been manufactured continues, even in this period of over-production throughout the world; so that, as men of expert judgment are behind these projects, it would seem that they at least have confidence that the economies required to place the Philippine sugar industry approximately on a par with that of other countries, Cuba excepted, can be effected here.

At present the profit is represented in the American tariff against foreign sugars, to a very large extent; but this equivocal factor gives the industry no pause.

The value of the islands' last year's sugar crop is given at P112,729,900, and that of the previous year at P105,667,180.

The average yield is given at 46.7 piculs, as against 33.4 the previous year. In ten provinces the value of the crop increased more than 50 per cent.

Throughout the islands 2,011,280 more coconut palms came into bearing last year, making a total of 53,165,880, an increase of about four per cent. What is the explanation of this small advance in perhaps the world's surest farm crop?

Corn need not be discussed; it is all consumed within the islands, principally as food, and yet does not seem to be a substantial factor affecting the price of rice. Instead, the price of corn seems to be governed by the price of rice; and corn, consequently, is bringing good prices and profits where the producers have means of getting it to market. In Cebu, heavily populated with a corn-eating people, a reduction of 17 per cent in the crop assists other factors in at least a temporary depression of trade. Cebu has an area of 1,867 square miles, and had a population of 855,965 in 1918, when the latest census was taken. It is appalling to calculate the density of this population, when Lanao, across a narrow sealand, has 91,459 square miles with 37 persons to the square mile and, in 1918, only 2,439 hectares under cultivation.

Why the dense population of Cebu cannot be shifted in effective numbers into the fallow valleys of Lanao, is a real problem confronting Philippine agriculturists; and the reasons are, first, that the people are too impoverished to remove from Cebu to Lanao on their own account, and, second, that neither ports nor roads have been provided for Lanao. Iligan lacks wharfage space for steamers; the

one road left in Lanao runs from Iligan to Dansalan.

Returns from same as tobacco last year were about the same as for the previous year. Cacao fell off four per cent, and an increase of three per cent in maguery fiber is not material. Although a few provinces made surprising gains in coffee production (Agusan 66%, Albay 66%, Sulu 40%, Camarines Norte 39%, Bohol 23%, Romblon 25% and Tayabas 26%), the total production was only 1,178,200 kilos, compared with 1,173,600 the previous year, a gain of but 4,600 kilos. This was the situation in the industry about 100 years ago. During the first six months of 1875, when, over a long period, the enterprise of coffee growers had been stimulated by public awards, during the first half of the year the coffee exported from the islands was 2,976,653 kilos, or roughly three times the present production.

The value of last year's coffee crop in the islands is given at P383,300; the value for the one before it reported in 1873 was \$1,236,500 Mex. Bright has for a long period adversely affected coffee production in the Philippines; it is however other factors, including governmental neglect of the agricultural industries, that have actually caused the decline in production, which ought now be supplying a substantial portion of the American market.

There was a decrease of nine per cent in abaca production, over the islands as a whole. However, certain leading hemp provinces suffered more than this average indicates. The reduction of yield in Cavite was 17 per cent, in Bohol 19 per cent, in Albay 11 per cent, in Marinduque 32 per cent, in Masbate 34 per cent. The reader must of course bear in mind, the figures quoted throughout are for yearly periods ending June 30, the later one June 30, 1925. They cannot be accurately compared with those obtained outside the government. They cover total production of each commodity, not exports alone, and demonstrate hardly sufficient increased production to keep pace with the increasing population, notwithstanding no small amount of farm machinery bought and put into operation, and the opening of several large irrigation projects that have cost \$12,000,000 or so. The only reassurance gained from the figures is that there has not been actual retrogression of serious moment.

Our agriculture is marking time, or taking backward steps, with the few exceptions noted in the accompanying tables.

KAPOK YIELD INCREASING			
------------------------	--	--	--

The Journal has the following data on kapok in the Philippines from the bureau of agriculture through the courtesy of the statistical division:

Year	Area Hectares	Production Kilos	Total Value
1921	3,525	424,000	P316,090
1922	3,396	506,000	280,400
1923	3,476	585,000	312,100
1924	3,234	528,000	272,900
1925	3,039	506,000	248,150

It would seem from this that while the area devoted to kapok (tree cotton) has somewhat diminished during the past five years, more interest in harvesting the cotton has been aroused by the more active markets in Manila, Cebu and other ports, and on the whole the industry has gone forward.



Vol. VI
No. 9

September
1926

EDITORIAL OFFICERS

American Chamber of Commerce

14 CALLE PINPIN

P. O. Box 1638

Telephone 1156

A GROSS DERELICTION

The more vital reports of the government are coming off the press far too late. It is a dereliction by the government which might readily be corrected by sending the reports out to the job press shops, where prompt service would be given and money actually saved. The annual report of the collector of customs is in point. It is for 1925 and just now available; and in fact general distribution has not yet been made, as the report has only been in the collector's hands since about September 1. The same is true of the report for 1925 of the director of education, and like circumstances surround the statistical bulletin for 1925 of the bureau of commerce and industry, not yet printed.

Such reports are necessary to the citizen whose task in part is observation of public affairs affecting taxes, trade and commerce. The public is entitled to the information in the reports at the earliest possible date, or say within a month after the copy has been prepared for printing. But it does not get the information until months later, toward the close of the succeeding year for which other reports are well underway. The reason is that the bureau of printing is swamped with work. The new practice of printing the daily proceedings of the legislature intervenes to retard the printing of the reports, so the government should begin farming out more of its printing and obviate needless delays.

NEW CONSTITUTIONAL POINT

A contractor on the Angat irrigation project has just been paid P145,000 from the insular treasury for work for which the executive branch of the government believed him entitled to remuneration aside from the stipulated contract.

The case was an executive one settled out of court by decision of the insular auditor sustained by the governor general. There were two parties involved, the contractor and the government. The decisions of the insular auditor are binding, under the Jones law, upon the executive branch of the government. Discussing the Jones law, the Senate committee revised the wording of the original draft so as to limit the finality of auditor's rulings to the executive department alone, and leave the other party his remedy in the courts. The Senate was very careful to attend to the matter; Senator Thomas P. Walsh, thoroughly competent, suggested the revision which was accepted by Congress, and it is in the law.

All well and good; and so, if in dealing with the government one is not satisfied by the auditor's ruling, the courts are at his service. But in this case the contractor, of course, is satisfied; he feels that he has been accorded justice. The bill, however, adds to the cost of the irrigation system and must eventually be paid by the land owners the system serves—or at least this is the theory the government seeks to put into practice. There is talk of formal complaint from some of these tax payers. Have they

a remedy through the courts? If they have, then the possibilities of tangling public works affairs are far reaching indeed, and fairly prompt and fairly just settlements upon contracts may often be put in jeopardy. How this matter turns out is worth watching. Where is power really placed, and how much power is it? As we read the Senate discussion, to go farther in the instant case is precisely what was never intended.

THE PUBLIC SCHOOLS

On another page of this issue of the Journal there appears a review of the report of the director of education. He desires more money for the schools, but he recommends that it come from the towns and provinces. These, he urges, should be authorized to vote school taxes, the only such tax now being 1/4 of 1 per cent of the assessed valuation of real property. The entire school budget represents a levy per capita of P2.38, and leaving out the university it is P2.20. The lowest per capita school tax in any state of the United States is P9.10 and the highest is P50.60. Dr. Bewley argues from this that in the Philippines the school tax is low, which may not be quite logical or quite true. Comparison of relative earnings might prove just the contrary. In the United States there is one automobile to every six persons, here one to every 600 persons. By this index, which seems a good one, in a state where the school tax were 100 times what it is in the Philippines, or P220, the people would be taxing themselves for schools about what the government is taxing them here. The school tax here is about 1/100 part of the yearly income of millions of peasant families, for whom it easily represents four days' labor. By this it again appears to be a greater burden than many times its money equivalent in the United States, where whole families do not work four days to get P2.20.

The director is justified from his viewpoint in asking for more money for the schools: there is much opposition to going ahead with them as a national system, and we share in it, but the change won't be made soon, if ever, and if meantime the schools go on at all they will require more money. Then, as he says, let the various communities provide it. Agreeing with him in this, one regrets that he has not pointed out how heavy the burden will be unless earning opportunities are at once made abundant by encouragement of economic progress; and it is actually deceptive, however unintentional, to set the Philippine school tax in mere figures beside the school tax in any of the states.

The basis of comparison is lacking: just taxes are founded upon capacity to pay.

Increased interest is found in the agricultural and vocational schools, where larger enrollments are reported, also certain conversions from elementary to secondary schools. This is ascribed to unprecedented economic development during the last several years. Is not this another error? Where has this development occurred? Fortunately another reason for the larger enrollments is given, the desire for secondary academic education. That this second reason is the whole one, and the first an error, seems demonstrated by another statement in the report, namely that there has been practically no increase in municipal school revenues. These, as already remarked, arise from land taxes: if the great economic development had occurred, these taxes would have increased so as to show it.

They didn't; it didn't.

The recognized excellence of certain vocational schools evokes brief attention in the report. The superiority of graduates of the School of Commerce is seen in reports of the civil service examinations. The School of Arts and Trades similarly fits its students capably for various trades and occupations. But where will they find jobs? The new license taxes in Manila rather preclude many starting up for themselves.

The real situation is that the people are heavily taxed for schools, and the schools are woefully inadequate because they still lack money; and really taking hold to solve their problem depends upon first taking hold of more of the islands' resources and wringing additional wealth from them.

A Crusader for Uncle Sam in the Empire Days

The True Story of a Soldier-Teacher in the Philippines

By PERCY A. HILL

He went by the name of Old Timer. That is, he was old, even to the old-timers of the region. Typically American, he had left Pennsylvania when a boy and literally worked his way across the continent to the vast prairies of Oregon and the vaster ocean on its coast. When the war cry of "Remember the Maine!" came, he, as a matter of course, enlisted in the 2nd Oregon Volunteers and in due time reached the Philippines—with the first expedition, under Major General Thomas M. Anderson. He had taken part, like the rest of us, in the action that led up to the taking of Manila from the Spaniards and the fighting during the subsequent insurrection. Later he was attached to the civilian scouts who helped to clear up those who had not heard the peace whistle blow and were euphoniously termed *ladrones*.

When these activities ended, he had studied enough to be appointed a school teacher—like so many of the ex-soldiers who enlisted their second time in the service of Uncle Sam. Before the smoke of battle died there were schools opened and taught by the men who had but a few weeks before carried the Krag in the Army of Occupation. The yearning for education on the part of the Filipinos was afterward made the cornerstone of our benevolent policy, education versus heredity. It is still an experiment, for we have yet to see whether the inculcation of the three R's will modify tendencies inherited from that far-off time when the ancestors of the Filipinos loved the sea instead of the lands for a livelihood.

Anyway, the Old Timer laid aside his arms and took up Baldwin's Third Reader. And he made a good school teacher. He was a red-blooded man, virile, and given to the direct impulses; conscientious in his duty; needed no superintendent, and was more in love with his task than with the scanty pay that went with it. His schools were the best in the province, not that he was erudite. His previous training and environment had been adverse to the acquiring of the alphabetical suffix, but at the beginning these things were superfluous. The idea was to establish primary grades. Many a time I have ridden into his barrios, to hear the childish troubles raised in the class, the pupils' first conception of America:

I love de nim of Vashinton,
I love my cuntree too;
I love de flegg, de dear ole flegg—
De rid, de vite, de blew!

Pronunciation was a thing not acquired in a day by an alien race.

The Old Timer was, strange to say, sentimental, but surely that he was, and very much of the world, with all the primitive instincts of the genus homo. This sentimental side of his character was no doubt; memory, harking back to the blue-eyed, ruddy-haired teacher in the log school house of his youth. He was fond of the poets, this man who had been a breakman, a lumberjack and a frequent-er of the mining camps of the West. In his staid khaki and white bowler, he could be seen ambling along on his little balky horse from school to school, teaching, correcting, advising and inspiring by his presence; for he was kindly to a fault, with children, like all strong men.

He was a true type of the crusader for Uncle Sam in the empire days.

The Old Timer had his faults. Who is without them? Not that we of his day and generation thought of them as faults. Indeed we ranked those without such faults as molluscoides or educated morons. He possessed an abiding love for strong waters, indulged in strong cigars and was ever a welcome participant in all the poker games of the district. His long suit, however, was the redressing of human wrongs. No comrade could pass through his town without partaking of his open hospitality. No unfortunate whom hard luck had overtaken in the path of life could leave his house without something in the way of substantial aid, and no lowly *tao* whose rights he could defend ever asked in vain.

This, of course, was before the day of the spectacled lawyer and petty *abogadillo*, who nowadays do these things—for a price. Bluff, hearty and kind, his generous heart caused him to dissipate his salary long before it was due, the greater part always going for the service of others, either the school children or their parents whose lives were a long drawn question between a crop and a crop.

He had a great partiality for second hand things, preferring them to new ones at the same price. Whether he purchased them merely to help cut their owners we never knew, but one always found in his abode dubious looking furniture, saddles that had seen their best days, even ice-cream freezers and incubators, although the breakfast table was the nearest the eggs ever got to the incubators. He loved to talk, on any and every topic, but being descended from the Pennsylvania Dutch, once his opinion was formed he stuck to it loyally, even when proved to be wrong. He was inclined to be musical, but his ear for music was so neglected that if he would carry Old Hundre in a sack he would not have got fifty; but this drawback did not prevent his teaching the pupils to sing.

How he accomplished this we never knew, but he did.

He would become noisy on occasion, when he would speak between bites, smoke between courses at dinner and drink during the applause. His favorite pose was a seat on the veranda railing, a knockle of ham in one hand and a tumbler of gin in the other; and thus disposed he would inform the world of the woes she was laboring under. This was during the leisure hours of his private life. In official life he was kindness itself, always willing to please.

We once rode together into a barrio after a dusty trip over sun-scorched trails. The local *jefe* prepared us a meal which was of course the usual stand-by of fried carayin and rice. The daughters of the house found the Old Timer's pupils were presiding over the meal, which proved to be rather dry. The Old Timer was seized with a fit of hiccoughs, and the damsels, interested, desired to know the name for this in English. He very courteously explained, hiccoughs, which they pronounced he-cups. Here I interposed, not being of the teaching fraternity, "Masculine he-cups, fondle she-cups." The Old Timer rose to the occasion and corrected the lesson with due gravity. I never found out if he saw the joke.

One of his misfortunes was due to the exigencies of war. He had with many

others served at times as the company cook while serving with the 2nd Oregon, but armies have to have cooks in any event. On one occasion when he was relating his experiences under General Funston I innocently remarked, "Yes, you were where the fire was hottest that day." To which another veteran added unfeelingly, "Round the campfire!"

The Old Timer never forgave him for reminding him about his unasked assignment, even after the tussle that the remark precipitated.

On another occasion whilst arguing a knotty problem with friends, he accidentally stepped upon the end of a board which had been nailed down, the house being in the course of construction. The board flew up suddenly and struck him on the back of the head. It took all the strong men assembled to keep him from attacking an enemy of his, whom he claimed had done it on purpose. He was, as we have said, a man of direct impulses.

His constant companion was a yellow dog he had found tied to the foot-rail of a Manila saloon, its owner having evidently forgotten its existence. Both the dog and the Old Timer understood each other perfectly. The former looked like a cross between an Angora goat and a box of lemons, but to hear the Old Timer enlarge upon his pedigree one would be led to believe that he was a bench-show ribbon winner. Carlo was the Old Timer's inseparable companion, as was an equine, whom he called Charlie—a roman-nosed roan, which had probably carried Spanish cavaliers during the last century.

(Charlie came to know in time all the failings and virtues of his master. I once found the pair on the coast of the cogon plains north of Talavera. The Old Timer in the family chaise, was sandwiched in between a crate of ducks and a dozen bottles of beer. Evidently night had overtaken the pair on the road. Charlie had turned off into the fields, contentedly lain down in the shafts and followed the example of the Old Timer, content to await his master's voice before continuing the journey.)

This might well be called horse sense. The above picture of the Old Timer may not seem quite ethical to those who dwell in other climes and other times. But we knew him, and often admired him for failings that others might condemn, failings that did not interfere with his calling in the least. After all, it is what is accomplished with imperfect tools that often counts most in this world. How many men do you know possessed of all the "ologies" and educational attainments who have done anything other than merely vegetate? How many have really added anything tangible to the fabric we call human progress? If you ponder this well, you will find mighty few.

This was emphatically not true of the Old Timer. Thousands of children, now grown to sturdy women, owe testily to a real helping hand extended to them, and not only in knowledge, but in kindness, humane consideration and financial aid. To him his task was a labor of love. Without being religious, he exhibited the Christian spirit on hundreds of occasions. One of his whimsical parodies was made after his swearing off from liquor, or, as the old-timers call it in the Philippines, going on the pole:

To him who in the love of liquor
Holds communion with her vinous
forms,
She speaks a varicous language;
For his gayest nights she has a voice
of gladness,
A smile, and a disregard of duty,

And she drops into his mornings-after
With a jolt, a potent pick-up,
That steals away his headache ere he
is aware!

If the immortal poet, learning of this
desecration, should turn in his grave, there
is no doubt that if he knew the Old Timer
he would promptly turn back again.

Years followed each other as they al-
ways do, but they brought neither promo-
tion nor better pay to the Old Timer. Not
that he desired any such recognition: he
was a self-made man and not a college man.
One vacation after another, he went down
to the provincial capital, lived there with
some of the teachers and took the civil ser-
vice examination to qualify for permanent
appointment. He failed time after time,
but at last succeeded; and thereafter there
was due celebration of the event.

Time came when age overtook him, still
at his task in a remote station. He pas-
sed away in his sleep. His crusading days
were over; he had gone ahead. We gave
him the best funeral we knew how to give,
and the services were attended by thou-
sands of the lowly Filipinos who knew him
as a friend. The assembled school children
 essayed to sing his favorite hymn, but
broke down in sobs—an unusual thing in
their stoical race. But what better re-
quiem could be given, what better tribute
than tears? He had fought the good fight,
finished the course. He had gone on his
last crusade. If we know anything at all
of St. Peter, the gate-keeper, we can imagine
he said—

Aw, sharks! I'm tired of the holy
crowd

That never intended to sin;
Just open the gate a little mite
And let poor Ed. come in.

QUINT HAREM CUSTOM

Among the quaint old books in an American private library in Manila is a "History of World Voyages" published in London in 1744. This book tells of a visit of an English ship to the Sulu archipelago (a minor division of the Philippines, inhabited by Malayan Mohammedans) in the 16th century, when a somewhat notorious sultan was the throne at Jolo, the Sulu capital. It is related in matter of fact language that this sultan had a harem of forty wives, and that he fed at their breasts, never contaminating the sultanic stomach with any lesser diet. The present heir presumptive to the Sulu throne is a girl, Princess Tarhata, educated at the University of Chicago. She returned two years ago to Jolo, where perhaps her manner of dress, her unconventional practices and her very dress, thoroughly American and flapperish, caused gossip enough in Mohammedan court circles. Princess Tarhata not only has bobbed hair, she is said even enjoys a breakfast of ham and eggs. She does not value non-essentials in her ancient faith. She remains wholly a Mohammedan, but believes in women's rights and the education of Mohammedan girls. Christian beaux swarmed around her in Manila, for she is young, comely and the heir to a throne; but she is a girl of good sense, who probably will keep her head and either remain single or marry a man of her own people, whom she will endeavor to elevate above the semi-tribal state in which they have always existed. For her to choose a Christian consort would have extreme political significance, in view of the efforts being made by Christian political leaders in the islands to make it appear that the old hatreds between Moros (the Mohammedan Malays) and Filipino Christians have all been buried.

Some Agricultural Resources of Mindanao

Extracts from Wester's Writings on America's Rich Island

By WALTER ROBB

At least three peoples, or at least three governments, desire to possess Mindanao. One is the American people, who actually have it. Another is the Filipinos (Christian), who now chiefly administer its public affairs. The third need not be mentioned, but it is not the Moros who are the principal element in the present population of Mindanao. As to them, their allegiance is claimed both by Malacanang and the legislature; or is this term now obsolete, and should one say the supreme national council.

The formal agreements of the Moros, at

any rate, have been with the United States.

All who are for having Mindanao want it for precisely the same reason, for its iron and coal, abundant and in proximity to one another—and a part, too, of the United States public domain. How the battle royal among the politicians will eventuate

Iron, Coal and Sentiment is not for the layman to say. However, laying aside mineral prospects, the surface resources of Mindanao are sufficient to arouse the cupidity of anyone at all familiar with them. When



Deft hands of skilled workers—

help to make your La Minerva cigar a smoke supremely satisfying. Choicest of selected tobacco,—carefully cured and inspected leaf by leaf—insures quality first of all. Then expert cigar makers, working under the most sanitary and healthful conditions of a modern, well ventilated factory, turn out the raw material as beautifully shaped, divinely blended, aroma-filled La Minerva Cigars.

Ask for your favorite La Minerva

Monte Carlo

Excelentes

Monarcas

Cigars that Delight the Taste
and Fill Your Heart with Joy!

LA MINERVA CIGAR FACTORY, INC.

Makers of the Choicest Cigars since 1883

2219 Azcarraga

Tel. 12-69

America is asked to withdraw on grounds of sentiment, she is never reminded that she would thus be tossing away enormous wealth—that she might easily arrange for the inhabitants of the Philippines to share the benefit of, without its getting beyond her sovereignty and out of her control.

As the "President Eyes" have been viewing Mindanao from the quarterdeck of the redoubtable *ss Mindoro*, with fleeting glimpses inland and upstream, it is perhaps timely to review notes by P. J. Wester on this magnificent island empire, that have been published by the bureau of agriculture.

Introducing Mr. Wester:

"Mindanao is still a comparatively unknown land. Less than a score of men have traveled widely enough to know it well, and much of the information gained has never found its way into print.

Tropical Staples on Large Scale Possible But it is evident even to the casual traveler that Mindanao is very rich in natural resources and capable of production of the great tropical staples of commerce on a very large scale.

"The second largest of the islands in the Philippine archipelago, it is 36,906 square miles in extent and about equals in area the state of Indiana. It is some 11,600 square miles larger than Ceylon, nearly ten times the size of Porto Rico, and more than three times as large as Belgium. The population numbers somewhat less than 800,000 souls (report dated 1922) or about 22 to the square mile. Everything considered, it is the richest in natural resources, yet it is the least developed of all the larger islands, and much of the land still remains unexplored. As the second largest island in the archipelago and well known to possess greater natural resources than any other, the development of Mindanao presents a fascinating subject to the student of economics.

"Agusan has an area of 4,294 square miles, a population of 44,183 inhabitants, and comes within 696 square miles of being equal to the state of Connecticut in area. Out of a total area of 1,112,146 hectares, only 57,935, or 5.2 per cent are under cultivation. Most of the land, or 961,830 hectares, 86.5 per cent, is covered by commercial forests.

"Agusan is not sufficiently explored to warrant definite statements relative to the mineral resources within its boundaries. Gold has been found in nearly all the rivers that originate east of Agusan but the extent of these deposits is unknown. Platinum finds have been made together with the gold. There is coal near San Vicente but no survey of the deposit nor quality tests have been made. Natural gas, which burns readily has been discovered in Magallanes, and there are hot mineral springs in the Lake Mainit region and near Nove-li in upper Agusan.

"When the broad valley of marvelously fertile soil, its abundant and evenly distributed rainfall, its protected situation and vast forests are considered, it would seem that one is justified in the prediction that in Agusan capital and labor are all that are required to transform the wilderness into an enormously productive country. Harnessed, the rivers and streams will be capable of furnishing more power than ever will be required either for industrial or transportation purposes, and once they were dredged and straightened they would furnish a cheap mode of transportation for much of the produce.

"Bukidnon has an area of 3,871 square miles and 45,000 inhabitants. It is larger

than the states of Rhode Island and Delaware combined. About 45 per cent of the area, or 454,980 hectares, still remains commercial forest. There are 287,123 hectares, or 28.6 per cent of the land in prairie or cogon; only 2.2 per cent, or 21,650 hectares are in cultivation; 20.5 per cent, or 206,000 hectares, is still unexplored territory.

"Bukidnon is a plateau with vast, level, more or less rolling plains. The plains are intersected by several large canyons. The Bukidnon country everywhere is expressive of bigness and of latent undeveloped resources, but nowhere else is the scenery so impressively magnificent as in the open, wide-flung plains on the road from Malaybalay, the capital, to Mailag, which must be seen in order to be appreciated. In many other provinces the soil is richer and the vegetation more luxuriant, and they possess other advantages, such as convenient transportation; but nowhere else as here does the Philippines seize upon one's imagination and impress one's senses with their

enormous latent wealth; their tremendous opportunities for economic development.

"Cinnamon grows wild in Bukidnon. During the Spanish occupation of the island this spice was exported from several points. A Philippine cinnamon industry could be established. Abaca and coffee are the only exports of importance. Because of the wide, well watered, verdant plains, Bukidnon is apparently predestined to become one of the principal stock raising provinces of the Philippines, and though the land is well adapted to a variety of crops one may expect this province to remain chiefly a pastoral country for many years ahead.

"Bukidnon coffee has attained an enviable reputation for quality, but production is limited. The blight resistant coffees from Java have shown up very favorably and in time coffee may be expected to rival the cattle industry. For the homesteader of limited means no province in Mindanao would appear to be more attractive than Bukidnon. The climate is healthful and agreeable, the water is good and plentiful, there is abundant pasture for cattle everywhere, the land is adapted to crops easily

WELCH-FAIRCHILD, Ltd.

SUGAR FACTORS AND EXPORTERS

MANILA, P. I.

Cable Address: WEHALD, Manila

Standard Codes

Agents

Hawaiian-Philippine Company
Operating Sugar Central
Silay, Occ. Negros, P. I.

Mindoro Sugar Company
San José, Mindoro, P. I.

New York Agents:

Welch, Fairchild & Co., Inc.,
135 Front Street

San Francisco Agents:

Welch & Co.,
215 Market Street

THE YOKOHAMA SPECIE BANK, LTD.

(ESTABLISHED 1880)

HEAD OFFICE: YOKOHAMA, JAPAN

	YEN
CAPITAL (PAID UP).....	100,000,000
RESERVE FUND.....	86,500,000
UNDIVIDED PROFITS.....	5,805,990

MANILA BRANCH

34 PLAZA CERVANTES, MANILA

K. YABUKI

MANAGER

PHONE 1759—MANAGER

PHONE 1758—GENERAL OFFICE

handed under a small culture system, such as rice, corn and coffee, and it can be cleared without difficulty.

"Tea has been introduced, and there is apparently no reason why this crop should not be grown on a large scale. The prospects for cinchona culture in the Philippines are most favorable in Bukidnon. Camphor might be grown here also. Ceara rubber was introduced many years ago and being easily propagated it has become dispersed to the most remote settlements. The trees have made a remarkable growth. Nowhere is the pineapple more at home than in Bukidnon. The fruit of the Cayenne variety, so extensively grown in Hawaii, is unsurpassed elsewhere in size and flavor. A big prosperous fruit canning industry might well be established here. The largest pineapple center in Hawaii is located in a region very similar.

"The geographical location, climate and elevation, combine to make Bukidnon—with special reference to Mount Kitanglad and Mount Kalatungan—the logical territory for a mountain resort for Mindanao and the Visayas.

"Occupying the major part of the huge peninsula that lies between the Celebes sea on the one side and is washed by the Davao gulf and the Pacific on the other, Cotabato contains an area of 9,620

On to square miles. It is three times as large as Porto Rico less Cotabato! 1,247 square miles, which has an area of only 3,604 square miles, and it is about a third larger than the Hawaiian islands, which contain 6,406 square miles. Of the states it compares most nearly with Vermont in size.

"Of this large territory 78.7 per cent, 1,960,530 hectares, is covered by commercial forest, 2.9 per cent, or 72,640 hectares, is open grass lands; there is less than two per cent of the land in mangrove swamps and non-commercial forests, while 0.6 per cent, or less than 15,000 hectares, is under cultivation. Some of these figures are subject to correction, since 16 per cent, or 402,880 hectares, still remains unexplored.

"There are vague reports of the discovery of coal and gold in the northeastern part of Cotabato, but these rumors have never been verified. Oil of good quality has been discovered at Kirusoy in the neighborhood of Kerupe. Development of oil wells would be of the greatest importance not only to Cotabato and Mindanao but for the entire Philippines.

"In her enormous forests Cotabato has a source of great wealth immediately available for development on a very large scale. The large almost entirely unexplored mountain range on the southwest coast from Mount Kabalatan to Sarangani bay, a distance of some 200 kilometers, forms a solid broad belt of commercial forests containing both hard and soft woods. Mills alone are lacking.

"No other province equals Cotabato in potential wealth or in diversity of possible agricultural and other industries. Naturally this is to a large extent due to the size of the province, but is also in part due to its geographical and geological features and the vegetation. At the lower elevations the soil and climate are favorable for the production of abaca, coconuts, coffee and rubber over very large areas. Wide stretches of country continue suitable for coffee as one ascends to the higher plains north of Cotabato river, and here tea would also undoubtedly succeed well in many districts. Sugar plantations could be opened up that would dwarf all previous undertakings in the Philippines into insignificance.

"Then there is the delta country, the land subject to the overflow of the Cotabato river

and its tributaries and the adjacent swamps, the soil of which is inexhaustibly fertile."

Here the excursion with Wester into Mindanao must cease. Leave the valiant little scholar,—who labored here in the Philippines so many years, never discouraged, however much the pain he might be suf-

Stopping to Consider

fering from his infirmities, however severe the rebuffs his suggestions met in the government,—leave him to trudge on alone, across Davao, Lanao, Misamis and Zamboanga, and voyage alone through the Sulu archipelago. Already he

MINDANAO, PALAWAN and SULU in TABLORD

Provinces	U. S.		Population	1st. Class Roads
	Area Acres	Domain Acres		
Agusan	2,780,305	2,734,667.5	44,740	10
Bukidnon	2,507,472	2,467,332	48,544	13
Cotabato	6,228,950	6,197,542	171,978	18
Davao	4,847,185	4,670,615	108,222	14
Lanao	1,579,252	1,569,427	91,489	37
Misamis	656,925	479,220	198,943	199
Palawan	3,638,302	3,534,387	38,739	12
Surigao	1,870,627	1,702,077	122,164	42
Zamboanga	4,132,992	4,043,700	147,333	23
Sulu	700,595	689,167	172,776	160
Total	28,952,605	27,988,134	1,144,928	25.3

Note.—Road figures are from the bureau of public works for 1924, close of the year, and do not include somewhat larger spans of inferior roads. River transportation supplements the roads, but the utter neglect of transportation facilities is still glaringly apparent. The other figures are from the Census of 1918. Some ingress and increase of population has occurred since then, but the total new development is not sufficient materially to affect the figures.—Ed.

If you are expecting to take a TRIP,
get an

INDESTRUCTO TRUNK

It will Insure your Baggage
against being smashed.

SQUIRES-BINGHAM COMPANY

DISTRIBUTORS

Sportsmen's Headquarters

Where all the good fellows meet

15 Plaza Goiti

MANILA

Phone 300

CONSTANT

A SERVICE of exceptional merit soon becomes widely known and when it is continuous for a quarter of a century it becomes the substance of solid reputation.



LARK & Co.
SCIENTIFIC OPTICIANS
90-94 ESCOLTA MANILA, P. I.
MASONIC TEMPLE

Always the best in quality
but never higher in price.

has explored no less than an empire; it remains an empire of the jungle. At its portals stand the three people encountered when the trip began. They bow right and left, and gesture amicably with the one hand, "You first, by all means, Alfonso," but stand ready with a club in the other hand to see that no one really advances.

While they are thus engaged in this beligerent affability, a few peasants and small planters slip by them and actually take up some land. So that there has been some progress since Western wrote, but it is, altogether, only a microscopic index of what is to be, some day, under the sovereignty of some nation.

Who will get America's property in Mindanao?

Mr. Bacon says, "America, and those willing to go in with her and abide by her laws." This sounds reasonable. Mr. Bacon, in his enthusiasm, even has a bill in Congress to bring this about. He will, however, encounter difficulties. Why let hope deceive reason?

Bacon's Difficulties
May Congress be relied upon to do what ought to be done?

There can be no genuine security in the Philippines until through sufficient pressure of public opinion at home Congress comes to realize that the definite boundaries of the nation embrace the Philippines and it may not legally alter or abridge those boundaries. Therefore the Chamber of Commerce and those aiding it in getting this fact before the American people are doing more toward establishing security here eventually than all others together, and Mr. Bacon, who aids materially, is approaching his goal by a surer if somewhat longer route than that of bills devising the means of administration. Let the major premise be agreed upon; all else is but minor detail, and no decision about it can long obstruct progress.

OUTWITTING A MONARCH

A copy of an old history of the British navy now in the possession of the secretary of the American chamber of commerce in Manila gives interesting sidelights of an authentic nature on Britain's naval and commercial victory over Spain in the days of Sir Francis Drake. An effective part of the defensive movement of Queen Elizabeth against Philip II was Walsingham's betel with merchants of Genoa, who protested the Spanish bills of exchange issued to build and outfit a fleet against England. Also, when he despoiled the Spanish coasts Drake captured the Spanish carrack St. Philip, laden with oriental cargo. By the papers found on board the British learned the art of trading with the far east—the foundation of their present oriental commerce.

HOW THEY REMEMBER

Filipinos of Vigan, capital of Ilocos Sur, one of the great provinces of Luzon, the largest island of the Philippine archipelago, have an easy way of remembering the date of American independence. It was on Holy Saturday, July 4, 1776, that the skull of St. Donatus was placed with authenticated records in a reliquary of the cathedral church of Vigan with solemn ceremonies. While the greater portion of the people of Vigan remain intensely Catholic, there are now two thriving Protestant missions there, and the Christian Church hospital is rendering a great public service.

Mr. U: A Study of Chinese Philosophy Disguised

By PAUL MORAND

Originally Printed in La Nouvelle Revue Francaise

EDITOR'S NOTE.—The following tale by Paul Morand is piquant enough to hold the interest of the reader while it imparts to him no little incidental information on a people with whom business in the Philippines has a great deal to do.

'Pardon me, Mister, is this 489 Fifth Avenue?'

'Yes; don't you know how to read?'

'No, sir.'

'Think of it! And after all that the Democratic Party has done for the people!'

It was three o'clock in the morning. Mr. Doolittle had left Texas Guinan's joint and

was trying to go home. It was raining. Forgetting the low ceiling of the night club, the red-light district, and a ferocious cocktail made of fruit juice, dynamite, and eau de Cologne, he had just turned into Fifth Avenue at this late hour in order to drive his automobile down the large open street, when a man on the sidewalk signaled to him to stop. Mr. Doolittle put on the brakes, turned his head, and just missed a lamp-post. He got out and swore, but was really delighted at having another excuse for not going to bed. A tall, thin Chinaman was standing before him, dusty, covered with spider webs, and

THE NEWEST EQUIPMENT IS ON THE NORTH COAST LIMITED SEATTLE TO CHICAGO

(DIRECT CONNECTION TO THE EAST AND SOUTH)

"NEWEST" means an Observation-Lounge Car surpassing all others heretofore designed. Barber, Valet, Ladies Maid, Bath, Library, Smoking and Card Rooms, Writing Desk, inviting lounge and wide observation platform.

"NEWEST" means Pullman sleeping cars different from any you have seen on any other train. Permanent head-boards divide the sections for greater privacy. Interior Decorations in soft, new colors. Here is luxury unlimited for sleeping car passengers. All Steel Construction Means Safety.

In the Dining Car are those "famously good" Northern Pacific meals, served with deft courtesy and skill at low prices.

Daily from Seattle to Chicago IN 70 HOURS.
No change of cars.

For rates and literature write

R. J. TOZER

GENERAL AGENT

669 Robert Dollar Bldg.

Shanghai, China.



NORTHERN PACIFIC RAILWAY

"2000 MILES OF STARTLING BEAUTY"

feebly protected from the rain by two old straw jackets shaped like chasubles and tied together with string. He was leading a white rooster on a leash. Mr. Doolittle thought that the fellow must be beating up trade for some hop joint, and started to continue his progress, when the Chinaman went on as follows:—

'Excuse me, sir; I am poor—very poor I have come to ask you a favor that will cost you nothing. My name is U. I am not a New Yorker, nor am I a man of the present day. I come from Kansu and the ninth century.'

Mr. Doolittle was so drunk that he found it quite natural to be accosted on Fifth Avenue by a man a thousand years older than himself.

'Then you have come back?' he asked. 'Yes,' replied the Chinaman; 'and I am a pilgrim in need.'

'I am Irish, as you ought to be able to see,' said Mr. Doolittle. 'I adore spooks. What can I do for you?'

'Listen,' replied the spectre. 'I lived in the Tang dynasty, and died in the year 837 of your era. In China dead people are buried with little clay figures which, as soon as they are put into the ground, come to life and render services to the corpse. My tomb included the traditional servants, dancers, fierce-looking warriors, dromedaries shot through with green enamel, wild boars, horses made of red clay—a magnificent company just like that which I had left behind me on earth, where I was a member of the Academy and honorary Viceroy of Kansu. These images watched over my sleep and my meals, according to the usual rites. As bad luck would have it, they were very beautiful.'

'There is a Chinese proverb that says, "An ugly woman is a family treasure." The same thing could be said of funeral

statuettes, because they are coveted for their beauty. Two months ago, about the time of the eighth moon, a New York merchant, who was collecting local antiquities, took advantage of the state of anarchy into which Kansu has fallen to open my tomb. His attention had been attracted my way by the number of allegorical inscriptions and by the richness of the mausoleum. I designed it myself when I was alive. Eighteen astrologers had previously consulted about the choice and orientation of the site, which they had selected from among a hundred others with the aid of a magic compass and mirror. No star above and no dragon beneath was going to disturb my repose.'

'One morning, while the light was blinding me, I heard someone knocking, and I saw leaning over me a little black man, dressed in a gray jacket and white gaiters, with a rose in his buttonhole. His hair was like the fleece of a newborn lamb. Behind him was a four-wheel cart, like yours, without horse and full of bags of the world of light into the world of darkness, had, through the medium of his buyer, offered a bribe to the local subprefect and was carrying away all the little statues that decorated and guarded my tomb. When, like the foxes in our legends who enter houses and take away whatever they want, he had robbed my sepulchre, he rushed across the sea with his booty in a steam junk.'

'Sir, from that time on I have not known what it is to rest. The dead people about me, knowing that I am now defenseless, have come and stolen my possessions—castor oil, ginger tea, perfumes, and the candles which my descendants still piously burn. I have to go out to eat. I have become one of those begging ghosts which every honorable Chinese looks upon with

horror, I am reduced to eating chicken tripe, dead cats, and lice off my own body. I have to slink around the abattoirs where they kill pigs and extend myself—I, a Viceroy—flat on my stomach and lick drops of blood from the dust in the street. And I haven't even mentioned the riffraff of ghosts who frequent my sepulchre and with whom I am obliged to associate in order to live—sailors lost at sea, thunder-struck peasants, coolies dead in foreign countries, or, what is more ignoble still, soldiers killed on the field of battle. As you can see for yourself, there is nothing left of me but a wire. My soul will never have the strength to reincarnate itself. Really, it is tragic. I cannot be promoted to a superior rank. I am a shade deprived of all posthumous advancement.'

The Chinaman opened his straw jacket. His bare breast was transparent. Through it Mr. Doolittle saw a skeleton, and just around the skeleton a green ring,—the astral body,—and through this body he brightly lighted windows of the Hotel Plaza.

'Having searched extensively,' continued Mr. U, 'I have discovered that my thief is called Willy Judesheim, and that he lives in New York. My quest has been particularly difficult, because during the day I must remain motionless in my tomb. Only at night am I able to pursue him. Now the hardest part of it is over. I have found his house. But where can I lodge my protest? In China a gong is hung at the door of a mandarin, and when a person with a complaint hits it the official is obliged to hear his case and pass judgment on it. I see nothing of the sort in America. Where is your justice?'

'I know nothing about it,' replied Mr. Doolittle. 'I have told you that I am an Irishman. I am a politician. I arrange my affairs without resorting to justice.'

Ynchausti Rope Factory

Manufacturers of high grade
Manila Ropes

Contractors to the U. S. Army
and Navy and the Philippine
Islands Government

(Complete stocks carried by Messrs.
Guy T. Slaughter & Co., of 210 Cali-
fornia Street, San Francisco, Cal.)

Prices and Samples Mailed
on Request

Ynchausti y Cia.

945 M. de la Industria

Manila, P. I.

Hale Hilsen



DELICIOUSLY REFRESHING
Sold at American Chamber Bar

'And take note, sir, that I have not even got the resources at my disposal to take revenge on Mr. Judesheim. I cannot commit suicide in the customary fashion in front of his house, because I am dead already. If I were alive I should naturally take this course. In order to be as disagreeable as possible to him, I would have myself in the most painful manner. To hold him publicly responsible, I would stick a speech for the prosecuting attorney in my boot, or even, as the height of refinement and in order to spoil his case utterly, I would write about my suicide on my own skin. But this is all impossible. Therefore I am reduced to having to arrange my affairs with your aid. So man I ask you again: Is this really number 42?'

Mr. U pointed his lean finger to a huge Renaissance palace in the Tudor style, made of brick and stone, that bore no resemblance to a house of business except for two yew trees and a beautiful marble plaque, as discreet as a visiting card, on which was written: 'Willy Judesheim. Expert and merchant of antique Chinese relics.'

'Here we are,' went on the ghost after Mr. Doolittle had deciphered the inscription for him. 'We must act quickly. I feel lost in your far-off country where houses have more than one story, where women have huge flat feet, and where one never meets a yellow llama or a camel. This is what I await from you, O living man: you are going to shout the following phrase in Chinese:—

'Yu-tche li-k's Chang Kan-su K'in. K'iu tse.'

'This means, roughly: "This rabble, by Imperial order, will go back to Kansu at once." As the words "by Imperial order" my clay guards, who date from an epoch when inferiors still respected their masters, will obey and rearrange themselves within my tomb. But it is essential that you and not I should speak, because, as you perhaps do not know, authority over infernal beings extends only to living people, and a phantom has only a phantom of power. The prestige of the living man remains intact, especially if he gives his command by Imperial order.'

Mr. Doolittle said that he could not get into Mr. Judesheim's house, for the doors were watched by detectives and protected by burglar alarms.

'Only go as far as the wall,' said the Chinaman. 'My servants are on the other side. I can see them. They are all grouped in the marble hall on the ground floor, arranged in the high windows. Not having a sword, which is so useful to intimidate spirits with, you might brandish your umbrella and face the four points of the compass, as the old lore recommends. Then breathe deeply, hold your breath as astrologers do, and, above all, shout very loud indeed!'

'Yu-tche li-k's Chang Kan-su K'in. K'iu tse,' shouted Mr. Doolittle twice, in as loud a voice as if he had been addressing a public meeting.

A terrific hubbub at once broke out. The night porter tore out of the Plaza. Policemen on motor-cycles rushed to the scene, followed by newsboys and street walkers. Then a deathlike silence.

'I thank you, sir,' said the man with the straw jackets. 'As you see, the white rooster on my leash, who is himself the companion of phantoms, begins to show signs of anxiety. The time for his first crow is at hand. I must return to my body and my profaned tomb. For you who are alive, it is twenty-five days' journey from here. For me, it is a matter of a few seconds, thanks to the aid of infernal powers. Be so good, in the mean-

time, as to accept with my gratitude this little present.'

With these words Mr. U deposited in the back of Mr. Doolittle's Ford a very heavy silver bag which, he assured him, was tied with a thousand strings. Then he pulled his decaying jackets about his shoulders, led his rooster after him, and walked as far as Central Park, where he disappeared under the gaslight.

Mr. Doolittle went home. After having hit the wrong story several times, he at last found his room, the door to his room, and the keyhole of the door. He put the sack of money under his bed and went to sleep.

He woke up next morning in bed with all his clothes on. The *New York Times* had arrived. There he read, in big headlines, that the house of Mr. Jude-

shheim, the eminent exporter, had been broken in upon during the night and that a unique collection of ancient Chinese valuables, for which the Boston Art Museum had recently offered a million dollars, lay in pieces on the floor, while the rarest objects of all, which were the funeral statues lately brought from China, had disappeared.

Mr. Doolittle then remembered that he had put his recompense under the bed when he went to sleep. He reached beneath and lifted the bedclothes halfway up so as to be able to raise the heavy sack more easily; but to his surprise it now weighed hardly any more than his newspaper. He jumped out of bed, grabbed a pair of nail scissors, and opened his treasure. The sack was full of slivers of gilt, which at first glance he mistook for confetti from Texas Guinan's joint, but which were in reality that fictitious paper money that in China is left with the dead.

—From *The Living Age*.

Myers-Buck Co., Inc.

Surveying and Mapping.

PRIVATE MINERAL
AND
PUBLIC LAND

230 Kaedler Bldg.

Tel. 1610

JUAN PILI

Gentlemen's Tailor

Filipinas Building

Plaza Moraga

Phone 2-69-50



Purest Mineral Water from
Deep Hot Springs

YOUR CLUB
SERVES IT

Drink It For Your
Health's Sake

Luzon Stevedoring Co., Inc.

Lighting, Marine Contractors,
Towboats, Launches, Waterboats,
Shipbuilders and Provisions.

SIMMIE & GRILK

Phone 302

Port Area

Present and Prospective U. S. Prosperity

Islands Might Have Larger Share Than Now Enjoy

By H. B. PoND, President, Pacific Commercial Company

"The first six months of this year established a new high record in steel production for all time."



"Bank debits in June were greater than in any similar past period and the increase over May debits was some \$500,000,000 greater than the June increase over May last year."

"Carloadings of revenue freight for the first six months of 1925 were the greatest ever handled by the railroads during any corresponding period on record." (25,036,464 carloads from January 1 to June 26; year's estimate 53,000,000).

"Wages in the building trades today are at about the highest point, on an average, that they have ever been."

The above are typical items from recent United States trade reviews. The United States is experiencing and enjoying a period of real prosperity, and the people ever higher standards of living. Roads particularly on Sundays and holidays, are jammed with automobiles. About 20,000,000 are now in use in the United States. One of the problems at industrial plants is to find garage or parking space for the automobiles of the workmen. Auto busses transport passengers and auto trucks freight both on short and on long hauls. Despite this the automobile today provides more revenue for the railroads than does steel, while the popular passenger trains are crowded and are operated in several sections. In 1899, 27 cigarettes per person were consumed; in 1921, 402 per person. Sales of cosmetics in 1899 were \$7,000,000; in 1921 \$52,000,000. Radio sales in 1920 were \$2,000,000; in 1921 \$325,000,000. In 1899, 150,864 pairs of silk stockings were sold; in 1921, 217,056,092 pairs.

In the United States telephones in use are about 14 per 100 persons; in Europe but one per 100 persons. (These comparisons are from Mark Sullivan's "Our Times").

These are typical examples of the great purchasing power and the high standards of living prevailing in the United States. Prosperity has not, however, increased the consumption of all goods. Thus the per capita consumption of wheat has in the last ten or twelve years decreased about 20%. Prevailing styles have affected the textile mills, which are having a difficult time, especially in New England.

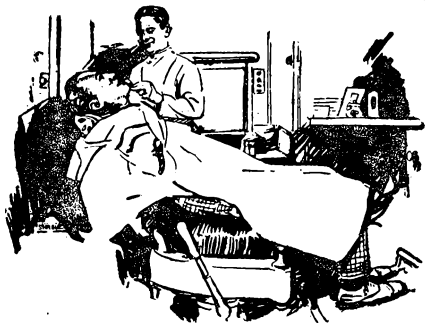
The questions are naturally asked: Can the prosperous conditions indicated above long continue? Is this not the periodical American boom which soon will collapse and give way to depression? Barring social or political upheavals, the general opinion is that these prosperous conditions will continue for some time, for they are based on great wealth in natural resources, high productive efficiency and effective co-operation between capital and labor. Prosperity is not based on speculation in commodities and advancing prices. On the contrary, price indexes

show a decline of about five per cent during the past year. Production is carefully adjusted to consumption; buying is from hand to mouth; stocks of merchandise are not permitted to accumulate.

This is well illustrated by the position of the textile industry. Formerly merchants from all over the country flocked to

New York for the spring and the fall openings to place their orders; manufacturers operated against firm orders. Now the manufacturers take the risk, for the textile merchants are buying only as they need the goods.

That there will be reactions is inevitable, but it is difficult to conceive a long or a serious depression while production is closely related to consumption, money is plentiful and cheap, banking reserves are high, and labor is fully and efficiently employed at high wages. Great wealth in natural resources gives a firm foundation for present prosperity. Of the total world production in 1925 the United States pro-



A Barber Shop On Wheels



The Oriental Limited

A ticket reading Great Northern entitles you to travel on the finest train across America, without extra fare and enjoy this and many other travel comfort features.

Great Northern Representatives Meet Steamers on Arrival

and assist you in making the transfer of yourself and baggage from boat to train with a minimum of delay and inconvenience.

Send for our booklet "Through the U. S. A. via Seattle Gateway." It is brimful of helpful maps and information. Ask

A. G. HENDERSON, AGENT.

Chaco Building

OR

AMERICAN EXPRESS CO.

Manila, P. I.

Great Northern

A Dependable Railway

duced 66% of the steel, 65% of the naval stores, 64% of the zinc, 62% of the lead, 52% of the petroleum, 55% of the cotton, 32% of the timber, and 51% of the coal.

Rubber is about the only essential commodity not produced in the United States, although the United States consumes about 70% of the world production.

Another basis for present prosperity is effective organization and efficient labor. Large scale production and the ever increasing use of machinery in place of hewn give labor a high productive capacity, and this in turn makes possible the payment of higher wages for shorter hours. This applies not alone to the factories but to the farms. Due to better agricultural methods and the increased use of machinery farm labor has decreased in the last ten years by about twenty per cent, and yet agricultural production is more than ample.

Industrial leaders state that Prohibition has been a great factor in increased industrial efficiency, as shown by a larger physical volume of production per man than before Prohibition.

A great change has taken place in the United States in the ownership of industries. In 1913 there were about 4,000,000 owners of stock in corporations; by 1926 the number had increased to about 20,000,000, or about one in six of the population. This great change in corporate ownership has undoubtedly brought about a change in the attitude of government toward corporations, and has improved relations with labor. Labor today in the United States has joined the ranks of the capitalists.

Foreign loans made by the United States during the first half of 1926 amounted to \$132,658,000, an amount nearly three times greater than the value of Philippine exports during the entire year 1925. Private loans of the United States today amount to more than the indebtedness of foreign governments to the United States.

One cannot but regret that the Philippines because of political uncertainty, are not getting some part of the immense sums placed abroad by the United States.

The prosperity of the United States is reflected in the Philippines in the relatively high prices of some Philippine products. The real prosperity of the United States, as reflected by greater opportunities, greater productive efficiency and higher standards of living, the Philippines are, however, just missing because of local fears of American capital.

COLONIES FAIL AGAIN

Government agricultural colonies of four provinces, Bohol, Cagayan, Cotabato and Bukidnon, were once more a failure in 1925 according to admissions in the report of the acting secretary of agriculture and natural resources to the legislature, in which more aid is asked for the colonists delinquent with the government. Although in general the yield from crops seems to have been larger than the previous year in the provinces where these colonies are planted, in the colonies the usual calamities, drought, locusts, etc., are given as causes for crop failures. A bill is pending to absolve the colonists from their debts to the government. The prospective loss in Cotabato seems to be about \$400,000; in Cagayan the colonists need a new warehouse for storing their tobacco.

NO SPECIAL GRANT

An Illocan senator whose position is close to the throne has wet-blanketed the project for a special appropriation of \$150,000 for the college of agriculture and to obtain Federal aid from the various acts of Congress setting aside sums on certain conditions for colleges of this type. His motives in both instances are concealed in the major politics of the legislature. He opposes the special appropriation because the college is not his favorite one. He says it would set a bad precedent: in other words, agricultural education will not be aided unless academic education gets like aid and more if possible. He opposes Federal assistance because he is a separatist. He talked to the college undergraduates in a way to leave a bad hint with the prospective dean one day to succeed Charles Fuller Baker, that encouraging students to see beneath the masks of politicians and name them crows when they are successively masquerading as eagles, is something to be suppressed.

FOR SALE

Second Hand Machinery

One Alternator, 250 KW; 2200 volts; 60 cycle, 3 phase, direct connected to cross compound Hamilton-Corliss Engine 12-24 x 36; with generator panel and rheostat.

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

Two Venn-Severin Crude Oil Engines, 60 HP each

One Worthington surface condenser, 400 HP.

One Scotch Marine Boiler, 400 HP. 50-100 ko. Ice cans; new. (Knocked down)

4 Galvanized steel brine tanks; 2500 ko. 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 HP., distillate)
- (1 Quayle, 25-35 HP, crude oil)

Meters, Electric, Transformers.

For Prices etc. Apply

BRYAN, LANDON CO.

Cebu or Iloilo

EXCELENTES
ESPECIALES
CORONAS
de la
ALHAMBRA
HALF-a-CORONA



None
Genuine
Without
the Name
ALHAMBRA
on Rings
and
Labels

IMITATED
BUT NEVER
EQUALED!

Glancing Through Dr. Bewley's School Report

*** **

National System Fails: Only One Child in Three in School

The 26th annual report of the director of education shows an enrollment in the national system of public schools of 1,111,566 in a school population of 2,932,216, the percentage in school being 37.91 of this population. So, in 26 years' hard striving the country is barely providing schools for a third of its children. In the year covered, 1925, private schools had 67,576 children enrolled. They desire to be recognized as standard by the government; they require no little inspection and supervision; their work however remains relatively unimportant below the secondary schools. Private and public agencies together are failing, in that schooling is afforded to but few more than a third of children of the islands.

The situation is in fact even worse than these figures indicate, for the school population is calculated to be children between the ages of five and 17 years, and there are, of course, many thousands actually enrolled in the schools who are quite above 17 years old.

The public schools employed last year 25,225 Filipino teachers and 305 American. Among the 25,225 Filipino teachers were 6,060 below high school attainments, 11,371 with one to three years

Teachers' Qualifications of high school to their credit, 5,700 who had completed high school, 1,433 with one to three years of college work, and 655 with four years or more of college. In the case of many teachers of low academic attainments, experience and diligent application to the textbooks and course of study have elevated their actual qualifications as teachers, yet they are perhaps a small proportion of the 6,060 never beyond the intermediate classes.

The gross humiliation of separate regimentation is, of necessity, visited upon the slower pupils, who, unconcerned by a national system and propaganda, would no doubt drop the dull routine of school, lay aside their hateful textbooks and undertake the business of life for which they are fitted—the business of mating and working. But they are trapped in the strife for universal literacy, to the injury of themselves, their associates, their teachers and the public purse.

The average pay of Filipino municipal teachers is \$49.75 per month in the elementary classes, \$99.51 in the secondary schools and \$65.18 as elementary school principals. Provincial

Teachers' Remuneration teachers receive the average pay of \$64.02, \$96.01 and \$71.71 respectively, as teachers of elementary classes, or secondary classes, or as elementary school principals. Employed as supervising teachers, their average pay is \$107.40. Insular teachers in elementary classrooms have the average pay of \$97.89, in secondary school work \$121.23, as elementary school principals \$100.18, as secondary school principals \$173.82, and as supervising teachers \$128.18. The designations "municipal" and "provincial" signify, employed and paid by the towns or provinces, but the

funds may be from the insular treasury or downright charity; and it was the latter that kept some of the schools open until the close of the year.

During the school year 1924-25 donations of money were \$651,385.32, and donations of land, materials, labor and miscellaneous contributions brought this to a total of \$1,330,803.38. Nearly 200,000 children were denied admission to the schools and a third of the high school students throughout the islands were compelled to pay tuition. Towns numbering 142 and provinces numbering 23 officially requested and received charitable bequests to the schools.

Even the United States helped out, by a very ingenious bonding arrangement for school buildings. A new series of laws are being put on the books for this purpose. Provincial and municipal bonds are negotiated with the insular government, which in turn sells its bonds in the United States, where, practically enjoying the Federal credit, they bring high prices. Tax free, they are desirable investments; and in this manner four large school building projects and numerous minor ones are already financed, so that the policy may be said to be firmly established.

No little addition will be made to the bonded debt of the islands by any attempt even partially to meet the need for school buildings. It seems that upon this point no prolonged glimpse into the future has been taken. On the basis of 40 pupils to the room, the 2,321 permanent and semi-permanent buildings existing having 11,241 rooms, house some 2/5 of the pupils enrolled, who are, as already stated, a third of the eligibles. The cost of a single classroom in the standard concrete type of building, the only one fit for bonding purposes, is \$2,800.

Here, then, leaving out an annual material increase in the school population, are the essentials of the building problem. To provide rooms even for the 1925 enrollment would cost in the neighborhood of \$50,000,000, on which the sinking fund, interest and building-maintenance charges may perhaps be reckoned at \$5,000,000 annually.

This inviting bond-bordered road has been embarked upon. The excursion is approved by the director.

The director also believes that the principle of taxation without representation will succeed in respect to the financing of the schools, though he does not put it just that way, when he says:

"The educational crisis of which we hear is in its last analysis a financial crisis. The most reasonable way of meeting this financial crisis is by increasing local taxation. The only direct school tax is the land tax authorized for collection by municipal governments. In most provinces this is one fourth of one per cent of the assessed valuation of real property. . . . If legislation is passed authorizing provinces and municipalities to levy additional taxes exclusively for school purposes, the people, through their provincial boards and municipal councils, will be willing to take advantage of such authority in order to provide more funds for maintenance or extension of public schools from which they profit most directly."

The schools, of course, would remain units in the national system, governed by Manila and little influenced by local opinion, much less real local authority. "It is believed that increases in school burdens should be cared for by taxation not only because local taxation is a just method of supporting schools, but also because it is the most wholesome in its effects."

Of which there can be no doubt. The legislature is asked to grant school-tax authority to the towns and provinces. The insular government spent \$15,307,445.76 on the schools in 1924, when the provinces spent \$2,909,016.32 and the towns \$6,313,978.47. The percentage of enrolled pupils in the primary schools is 78.70, in the intermediate schools 16.29 and in the high schools 5.01. The director asks for better financing of vocational and agricultural schools, aside from more adequate financing of the schools as a whole. He says the enrollment in normal school courses will have to be increased several times before competent teachers can be provided; many other features of the report indicate the stupendous problem involved in the ambition to provide free schools for all eligibles in a population of 11,500,000. The current insular appropriation for schools is \$16,377,847, which is 7.2 per cent more than for 1925 and about a fourth of the entire insular budget. It includes a building fund of \$1,424,000. Nearly 61 per cent of the \$16,377,847 goes as aid to provinces and towns, and about 25 per cent goes into salaries.

Taxation for the schools alone is \$2.20 per capita, \$2.58 with the university appropriation added. The director compares this with school taxes in the United States, where the lowest per capita school levy is \$9.10.

Every time you ride in your car—

You run the risk of accident, involving serious injury to yourself and others, and damage to valuable property.

Buy Protection by Taking Out an Automobile Insurance Policy—NOW!

Pacific Commercial Company

Pacific Bldg.

Insurance Underwriters

Phone 820

Dr. Strong Gives Details on Rubber Growing

Pioneer Planter Would Fix Tracts at 10,000 Hectares

Editor's Note.—Rubber again takes some of our space, and why not. If, as its best friends assert, it pays more per hectare even upon small tracts such as homesteads than coconuts do, it is a crop to grow extensively in the Philippines. In the following article, first printed in the *Mindanao Herald* of August 21, Dr. J. W. Strong, 23 years in the rubber business in the Philippines, founder of the two largest Basilian plantations and now vice president of the American Rubber Company and general manager of the company's Basilian rubber estate, comes out for maximum tracts of 10,000 hectares adjacent to homesteading tracts of equal area, and gives in detail the processes of the industry.

During the years you have been planting rubber in Basilan, have the natives planted any there?

None.

Why?

It is not "costumbre." They have always planted coconuts, as a permanent crop, as did their forefathers.

How much rubber is now planted on Basilan?

About 1200 hectares.

What is the present yearly output from this, and the potential output when all is in full bearing?

Present output is about 500,000 pounds annually; full bearing output will be considerably over one million pounds per year.

Is new planting going on or contemplated?

None at present.

Is there plenty of good rubber land on Basilan?

Probably 25,000 hectares, but not in one block, scattered in various locations. There are hundreds of thousands of hectares on the great island of Mindanao.

What kind of land would you select for rubber planting, jungle or cogonales?

If the land is good, and not too rocky for plowing, cogonales make fine rubber land, and first cost of opening up is low. Unkept costs for weeding, however, is more expensive than on jungle land. Rubber planted on jungle land usually makes a better growth, but suffers more from diseases and white ants than grass land.

What do you consider a good economic working unit?

The present 1024 hectares is a good unit, but very much larger areas would be necessary to attract big money, as the work could be done much more cheaply. The same technical staff could handle ten times that area, and overhead charges distributed over large areas would bring down costs per hectare very materially.

Would you like to tell our readers about the development of the American Rubber Co. from start to present time?

Wouldn't mind. The land was applied for under lease application during the latter part of 1917 and afterwards purchased. Survey was made and work started during November, 1917. The land was about two-thirds heavy jungle, cut over during past years by sawmills, leaving almost all the big trees, as they were too big for carabao logging. During the first year, 1918, we cut down something over 300 hectares, cleared and planted it, at the same time putting up our various buildings, opened roads, and built a 380-meter dock. Our first labor quarters were made of split boards, called locally "Moro boards." In 1919 we put in a small sawmill to utilize

the big timber left on the ground in clearing. This we hauled to our mill by tractors, and cut into lumber for our permanent buildings and for sale, paying the regular Forest duty on all timber cut. During 1919 and 1920 all the remaining area was cleared and planted, the grass land being first plowed with tractors and afterwards cultivated with bull plows.

Where there any labor troubles during this time or up to the present?

None at any time.

What kind of labor have you used in the past and at present?

During the early years we brought in from Cebu, Negros and Bohol several hundred Visayans (Christians) to supplement the local supply, in order not to disturb local labor conditions. We also used all kinds of Moro labor, local and from Cotabato and Lanao.

At present we are using local Yakan Moros, Lanao, Joloano and Maguindano Moros mostly for tappers, with Filipinos for general work.

Tell us how rubber is planted and where your seed came from?

Our first seed came from the Federated Malayan States, and we had to bring in over a million to secure less than ten per cent fertile seed. The seed were planted in prepared nursery beds and resulting seedlings planted out the following year. After clearing and plowing, the land was marked off with bamboo pegs, marking the location of the future plant. Holes were then dug, suitable for the young plants, about 15 x 30 centimeters, and during wet weather the young nursery plants, about as thick as a fountain pen, were dug (not pulled) from the nursery and planted them in prepared holes.

If fresh seed are available, which is from July to November, they may be planted at stake, or first germinated under wet rice sacks and as soon as the sprout shows planted out. This is usually quite satisfactory.

Basket plants are also very useful. These baskets are made from ordinary black building or insulating paper, the paper being cut into a square of about 10 inches, rolled into a tube, and fastened together with small bamboo pins. The tubes are filled with good earth and the seed placed in them for germinating. These tube or basket plants can be kept for two or three months and are planted out paper and all.

What distance apart is rubber planted?
In the light of present information, most new plantings are close, about 10 x 20 feet, or about 540 to the hectare.

Why close planting?

Rubber trees do not show any uniformity as to yield, probably 75% of the output coming from 35% of the trees in any given area. This being so, close planting is resorted to, and when tapping is started about the end of the fourth year poor yielding trees are cut out, leaving only the good yielders. This thinking out by selection is carried on until about 200 trees per hectare remains, all of which should be good yielders.

Is there no other way of securing a stand of high-yielding trees?

Yes, seedlings one or two years old, either in the nursery or in the field, can easily be "budded," by inserting a bud from a proven high-yielding "mother tree" near the base of the seedling. After this bud has started, the top of the seedling is cut

For More Than 27 Years



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

New York-Paris-Manila

12 Escolla

Phone 706

Rare Values in Silks

We have The Latest new Shades and Most Exquisite Patterns in Silks of The Highest Quality.

Kimonos & Haori Coats

of Dainty Silk, Gossamer—like in Fabric, Rainbow—like in Variety of Color.

Ready Made or Made to Measure.

Osaka Bazar

"The Japanese Department Store."

P. O. Box 881

Phone 216

off and the resulting tree will be a high yielder. Many thousands of hectares of budded rubber in Sumatra and the Federated Malay States have proven that the yield per hectare can be raised from an average of 700 pounds to more than 2000 pounds.

How about seed selection?

It is not practicable, for many reasons. Has any rubber research work been done here in the Islands?

None that I know of, excepting by private estates.

What would you suggest?

The Legislature should appropriate funds for the College of Agriculture to establish an experimental and research station near, or in cooperation with an existing operating rubber estate. A large nursery should be maintained, for budding from high-yielding mother trees. These budded plants could then be distributed to selected native planters, by sale or gift, and a continuous line of simply worded propaganda carried on. In this way native planting might be started with material that would insure good returns.

Is any interest in rubber planting being shown in other sections?

Evidently, as we are shipping a million seed to the Bureau of Agriculture, in Cebu and Manila. We have also shipped many thousand seed to Panay, Negros and Leyte.

What do you think of the advisability of planting rubber in the northern islands?

If the rainfall is enough, with no long dry season, and no typhoons—fine business. The Para rubber tree being quick growing, has very brittle wood, and heavy winds do a lot of damage. No doubt there are many interior locations protected from the wind in which rubber would thrive.

Would rubber at present prices, about P0.80 per pound, be a paying proposition for a homesteader with say 10 hectares planted to rubber?

The area would turn out about 7000 pounds of rubber per year after the 7th year, and would require the work of about three men or women to tap it every day, working about three or four hours each morning, with all the rest of the day for other labor.

What kind of equipment would they require?

Half a dozen galvanized iron buckets of about 12 liters capacity, a small wooden coagulating tank about 1 x 2 x 5 feet, a hardwood roller six inches in diameter and about eighteen inches long, and a 12 inch planed board 6 feet long by one foot wide. Tuba vinegar will do the coagulating nicely. I used it for nearly a year during the war when acetic acid could not be gotten from Europe. The tapping knife is simple and can be made by any local blacksmith at not more than fifty centavos each. The most expensive equipment would be tapping cups. These in aluminum would cost about P150.00 for the 10 hectare area, say 3000 cups.

The gross income per year for 10 hectares of 7-year old rubber would at present prices be about P5000.00. A similar area in coconuts of the same age would not yield P500.00 per year, and there would also have been a yield of more than P1000.00 per year, upward from the end of the 4th year, with nothing from the coconuts.

What changes would you suggest in present laws that would induce capital to invest in rubber planting here?

Amendment to the present Land Law that would permit the leasing of not more than 10,000 hectares (not necessarily in one tract) for a period of 75 years by a corporation, with necessary safeguards. The act should also specify that an equal area be set aside in the near vicinity of each lease for homesteading only by laborers on the lease area. There should be

cooperation between the corporation, bureau of lands and bureau of labor in locating homeseekers on the land adjoining the lease area. Make the homestead allowed for an individual 12 hectares instead of 24. Stop speculation by any government employee in these homesteads adjoining lease areas, by requiring the general manager of the corporation to certify that the applicant is an employee of the corporation. The cost of subdivision of the homestead areas to be at the expense of the corporation.

A liberal interpretation of the law by the forestry bureau in releasing agricultural land would help. The shibboleth of conservation should not be used to the detriment of legitimate agricultural development. In other words, any land well suited for agriculture, regardless of timber, should be released at a nominal price to people who mean business. The developed land, increased population, bettered living conditions, taxes, schools, roads and hospitals, going along with big agricultural development, will far outweigh the burning up of the average jungle.

The corporation should be granted the right of "Eminent Domain," in order to settle "squatters" holdings in areas applied for.

What is the process of tapping and preparing rubber for the market?

Tapping is done by making a cut in the bark of the tree, to begin with about two feet from the ground and extending to half the girth of the tree, when the tree measures about six inches in diameter at tapping side. The cut is to the left, from center of tree, at an angle of about thirty degrees. A galvanized iron spoon is driven into the bark about three inches below the tapping cut and a small cup holding about a pint placed on a wire support below this. After tapping the white milky latex flows down the central channel into the cup. The tapping cut extends through the corky bark layer and the latex tubes, but must not be cut through the cambium into the wood or a scar will result, making future tapping difficult. Tapping is started at daylight as the flow is greatest in the early morning. One tapper has 400 trees for

his task, and usually finishes his tapping, collects his rubber, washing his cups at the same time, and brings his rubber to the factory by nine or ten o'clock.

Trees are tapped either on alternate days or daily for two months and then rested for two months.

Upon arrival at the factory the latex is strained through brass wire cloth, 60 mesh to the inch, standardized, that is, dry rubber contents per volume fixed at one pound per gallon of latex, by adding water. The latex is then placed in coagulating tanks, one foot deep and four feet wide, to a depth of about ten inches. A small amount of acetic acid is added and thin aluminum separators are placed in slots in the side walls of the tanks spaced about two inches apart. This results in long stabs of coagulated rubber of uniform size and thickness. This coagulum remains in the tanks overnight, for consolidation. The slabs are then taken from tanks, lightly rolled by hand with a heavy wooden roller and cut into even lengths, a four-foot slab being cut into three pieces. These three pieces then go through three sets of cast iron smooth rollers, set at a fixed distance apart, the last set being fixed to thin down the rubber sheet to one-eighth of an inch in thickness. These smooth white sheets then go through marking rollers, that impress a small diamond pattern, and the estate name or mark on the sheet, on each side.



THE COMEBACK

The comeback must be the right comeback.

Your printed product must be the no comeback kind—when the work is done and delivered there is no comeback except another job and a boost from you.

The right comeback is the comeback we try to get from you—the comeback of a customer thoroughly satisfied, of good opinion, of more orders.

The job that has no comeback but a comeback customer is the kind that builds our business.

Hammering away every minute to get the right comeback puts the quality in our work, puts the promptness in our service. It takes work and pep but it's worth it—it wins your good opinion, and that's the comeback we want.

THE TIMES PRESS

Cosmopolitan Building,

Manila, P. I.

This pattern gives more drying surface and prevents sheets from sticking together when packed for shipment. The wet sheets are then taken to the smoke house, hung on racks in the upper chamber, and a slow fire is started in the furnace room to start the drying or curing process. All ventilation is at the ridge of the roof, and a temperature of about 115 degrees Fahrenheit is maintained. Due to slow combustion of the fuel (bacavan) the drying room is filled with smoke. Rubber is usually ready for packing ten days from time it is placed in smoke house. The sheets have a dark amber color, are about 10 x 30 inches in size and weigh about half a kilo each.

The bark parings from tapping and lump rubber coagulating in cups, cup washings and rubber that has dripped on the ground and coagulated, all receive attention and different treatment, being made into "crepe," so called because it looks like crepe cloth, balmiches. This represents about 20% of the output and brings little lower price than the smoked sheet mentioned before. This is air-dried in a separate drying house. The freshly coagulated latex is also made into "pale crepe," by being machined differently to the smoked sheet, this is also

air-dried. Both forms of rubber are made in Basilan.

The dry rubber is packed into cases, about 100 kilos per case, three ply veneer wood cases being used and sent to market. When we see it again it is on the wheels of the tin lizzie that just missed us.

What do you estimate would be the cost of developing 1000 hectares of average grass and jungle land in Basilan or Mindanao, and bringing it up to the end of the fourth year?

About P600.00 per hectare, spacing the work over four years time, or a little more if it was cut to two years.

What about the development plan you proposed, printed in the India Rubber World in April of this year?

That was written "by request," and with no doubt as to the legal obstacles to it. As written originally, the "Agency or Rubber Bank," I stated, should be chartered under the Laws of the Philippines. This I afterwards cut out and substituted incorporated expecting some of the legal sharks in the Islands would tear it to pieces, as did Judge O'Brien, and point out the need of a Legislative Charter, to make it operative, but to my disappointment the criticism was only destructive, not constructive.

Talking With Traffic Manager Royer

Railway Puts C. O. D. Express Into Effect

"The Philippines are a difficult country in which to disseminate information to the public," opined Traffic Manager Royer of the Manila Railroad Company when the Journal interviewed him about the new C. O. D. express service the railway put into effect September 1. "Just what the reasons are," he said, "I don't know. The fact remains that accurate information is hard to get over, even if it be vital business information."



M. D. ROYER

"For instance, our freight customers. Now, of course, we are not only a public utility, we are owned by the government. We operate under a regulation whereby the shipper is bound to receive the benefit of the lowest authorized rate, and if through error or neglect on our part or his he pays more than the minimum authorized rate he is entitled to rebate of the overcharge. There are, in the way of the perfect operation of this rule, difficulties both for ourselves and the shipper to overcome. On our part, although we have for a number of years been endeavoring to impart to our agents complete information about the rates, they are not all fully conversant with the details of these rates and they do, quite naturally, sometimes give consignments erroneous billing to the detriment of the shipper."

"This sort of thing we wish to avoid; when we have failed to do so we wish to make amends, and in fact are bound to do so."

"Inviting specific cases to our attention for adjustment is one way in which our patrons may help us in putting into effect the maximum advantages of the rules to the shipper and getting numerous innovations designed to broaden and improve the service established as recognized practice

"At an earlier period in the history of the railway, all was done by routine. Quite as at present, the Manila staff knew more of what could be done in respect to proffered business than the agents out along the line. Contrary, however, to the present, what the agents knew of along the line governed; and within the scope of their ordinary routine information the business of the road was conducted. What we try to do now is to broaden the capacity of the agents along the line, and get them to see the matters their work presents to them as well from the viewpoint of the patron as that of the road itself."

"Patrons do not always make this an easy thing to accomplish. Their interests often suffer as a consequence. Sometime they are regularly giving us considerable business without knowing the most advantageous legal way in which we may handle this business for them. They have, in other words, never posted themselves on our rates and schedules. The inertia of custom affects them too, apparently; but such is not the practice in the United States, where, if a man is using a public utility regularly, he keeps someone in his employ well posted about its rates."

"The customary practice may not be the cheapest and best by which to have railway shipments handled today; it would be well for every large shipper to familiarize himself with the details of all regulations relative to the business he gives us, and thereby to know at all times that we are charging him, as we wish to do, the lowest possible amount for hauling his freight and handling his express."

Which would seem reasonable, for the railway has been greatly extended, both its main lines and spurs and branches, and the amount and variety of goods shipped over it have inaugurated new conditions.

One shipper tells of weighing the product of his factory, which is large, regularly over his own standard scales, and certifying the weights on the bills of lading. The railway agent's weights don't always agree, but his weights are taken. Are there cases, as he

Christmas Cards

WHEN the time comes, don't fail to see our selection of Christmas Cards, the finest we have ever shown.

DENNISON CHRISTMAS GOODS—SEALS—RIBBONS ETC.

EMBOSSING & ENGRAVING

FRANK'S
STATIONERS
137 ESCOLTA

GORDON'S DRY GIN

The leading Gin all over the world

When ordering a

"Martini"
Cocktail,

be sure to call for a "Gordon's"
Martini Cocktail.

believes, where a carload of copra is billed to the consignee in Manila at ten tons, charged for by the railway as eleven tons, and on which the seller finally gets settlement for 9½ or 9¼ tons?

According to Mr. Royer, the railway wishes to know of these discrepancies, so that its shippers may be the better protected. But if the shipper himself doesn't know, the similar indifference of the local agent will hardly serve to effect adjustments.

Again, to what measurable extent may the new C. O. D. express service be of economic and convenient service to the mercantile public? Possibly to a very large extent, depending upon the will with which merchants set about giving it a trial. During several years the ordinary express business has been increasing, and this new service ought to advance it more. The railway has prepared and freely distributed in mercantile circles, a bulletin of the rates and rules giving quite complete information, together with typical examples, on how to use this service.

From the schedule of rates it seems that a maximum weight of ten kilos may be despatched a maximum distance of 20 kilometers for 35 centavos first class, 28 centavos second class; and fifty kilos may be sent the same distance for 58 centavos first class, 46 centavos second class. Ninety-four centavos carries 50 kilos 90 kilometers

first class, 75 centavos the same distance second class.

Even carload lots may, of course, be expressed. Also, if one is going to a point where there is no agent or station, he may express valuables if he or his authorized agent will be at the destination to receive them. An accommodating elasticity seems to have been arranged in this service. There is page after page of enumerated articles, apparently anything may be sent by express. One of the examples shows, for instance, that a first-class package weighing 67 kilos may be expressed to San Fernando, 62 kilometers from Manila, for P. 11. The rate schedule is set out in perfectly legible form, so that what the charge on any parcel may be is readily ascertainable by the patron. Where the charge is guaranteed, this is taken in lieu of minimum value of the goods forwarded.

In this business the railway meets a curious form of competition from public utility trucks. There is no remedy, and the trucks will continue to infringe the regulations; the business the road will get and is getting is that of reliable mercantile houses and of the general public outside the business field. The Chinese merchant nearby Manila will keep on riding into town on the trucks, buying up his supplies and carting them back to his provincial store without charge. There is a regulation against this, but no force of inspectors to enforce it.

Chemical And Physical Characteristics Of Philippine Iron Ores

Of the known iron deposits in the Philippines, only three have been more or less studied by the Bureau of Science and reported to be of commercial value: the Bulacan deposit, in the vicinity of Angat, Bulacan; the Calambayanga, in Camarines Province; and the Surigao, in Mindanao.

In the Table are given analyses of ore from each Philippine locality and of some foreign ores.

Constituent.	Bulacan ore.	Calambayanga ore.	Surigao ore.	Mayari ore. Cuba.	Magnetic iron from Hoangkong.	Hematite Mesabi Range, Minnesota.
Hygroscopic water ..	0.25	.....	13.50	.....	.....	12.27
Combined water .....	.....	.....	6.60	11.15	.....	.....
Silica (SiO)	5.02	1.02	1.04	2.26	1.20	6.80
Alumina (AlO)	4.80	1.31	10.56	14.90	.....	2.23
Ferric oxide (FeO) ..	66.41	97.35	66.80	68.75	70.32	.....
Ferrous oxide (FeO) ..	20.64	.....	0.36	0.77	22.53	.....
Lime (CaO)	0.35	.....	.....	.....	0.60	0.32
Magnesia (MgO)	0.74	.....	.....	.....	3.64	0.22
Manganese oxide (MnO) ..	0.21	0.11	.....	.....	1.48	.....
Chromium oxide (CrO) ..	.....	.....	1.15	1.89	.....	.....
Titanium oxide (TiO) ..	0.23	.....	.....	.....	.....	.....
Nickel oxide (NiO) .....	.....	.....	None	0.74	.....	.....
Phosphorus (P)	0.052	0.001	.....	.....	0.004	0.002
Sulphur (S)	0.02	.....	Trace	.....	0.11	0.07
Total iron (Fe)	62.54	64.14	54.29	48.65	66.75	58.83

The foregoing analyses show that the average iron content of Philippine ores is well within the average smelting requirement. The Bulacan and Calambayanga ores are much richer than the Surigao, but the accessibility of the latter ore and its possible lower mining cost are important points worthy of consideration. With the exception of a few samples, all are within the Bessemer limit as to phosphorus. Sulphur is variable, being high in

some samples and low in others, but this element can be controlled by the furnaceman.

It is important to note that alumina is high in proportion to silica, as compared with the iron ores most widely smelted elsewhere. This fact will perhaps result in the production of high alumina slags, and will necessitate, besides the requisite amount of limestone, increasing the silica

in the ore by the addition of barren quartz. In usual practice ore high in alumina are generally avoided due to the obscure role of alumina in the slags, but Mr. J. E. Johnson, jr., reports the successful experimental operation of a blast furnace, with perfectly satisfactory desulphurization in which the alumina in the slag had been as high as 39.5 per cent, with silica as low as 21 per cent on individual flushes, and averaging for an entire day SiO₂ 24.7 per cent; AlO, 36.0 per cent; neutral sub-

PROVINCIAL ADVERTISING

PHILIPPINE EDUCATION MAGAZINE

reaches 25,000 teachers in 49 provinces, and the educated English-speaking class, the leaders of 13,000,000 people, every month.

These teachers have a purchasing power of considerably more than P 1,500,000 a month.

Are you going after their trade?

Have you seen a copy of Philippine Education Magazine lately?

Clifford Butler—Advertising Manager

PHONE 2-21-31

stances (CaS, MnO, FeO, etc.), approximately 3.5 per cent; and CaO, the remainder. Mr. C. M. Weld also states that, in connection with the high alumina and chromium content of the Mayari ores of Cuba, exhaustive studies and experiments on these ores have been carried out by the Pennsylvania Steel Company, and that it has been announced that all the difficulties have been solved, and steel rails of more than usual excellence have been manufactured from them. It might, therefore, be conclusively stated that the special high alumina characteristic of Philippine iron ores does not prevent them from being smelted successfully. It has already been stated that the character of the Surigao ores, except for the absence of nickel, is similar to that of the Mayari ores.

Titanium is present in some of the Bulacan ores, but in such quantities as would not affect the operation of a blast furnace nor the grade of the iron produced.

The ores of Bulacan consist of magnetite and hematite in intimate mixture, but of varying proportion. Both minerals are usually massive, although some specular hematite is sometimes encountered. The

Bulacan Ores Calambayanga ore is almost pure hematite with traces only of magnetite. The hematite is massive or granular, and

Information For Investors

Expert, confidential reports made on Philippine projects

ENGINEERING, MINING, AGRICULTURE, FORESTRY, LUMBER, ETC.

Hydroelectric projects

OTHER COMMERCIAL AND INDUSTRIAL ENTERPRISES

BRYAN, LONDON Co.
Cebu, P. I.

Cable address "YPIL," Cebu

the ore is moderately soft and very porous or vesicular. Therefore, from the peculiarities above described, the formation of fines might be expected, in more or less considerable quantity, which must receive preliminary treatment before being charged into a furnace. Several processes of agglomerating ore fines are known, either with or without the use of heat. It remains only for the operator to adopt the one that is most suitable and that can be run most economically in conjunction with the smelting-plant equipment.

The Surigao ore offers an entirely different problem. It is principally ferruginous clay, but contains also an abundance of small, round pellets of hydrous iron oxides, as well as fragments or crusts of the parent rock, much altered, porous, and ironstained, but maintaining their original form. The ore is soft and very porous, or mealy. To utilize this ore, sintering or nodulizing is necessary, and some means of separating the intermixed fragments of barren rocks will have to be provided.

The present exploitation of the Bulacan deposits does not develop them at all, nor has the work done on the Calambayanga revealed much of the character of the deposit, which cannot be accurately determined without core drilling.

Mining Costs It is, therefore, dangerous to advance even a tentative estimate of the mining costs until more exploratory and development work has been done. Fraft and Dalburg noted that the walls of the ore bodies in Bulacan are invariably soft; similar conditions are found in Calambayanga which will require a great deal of underground timbering, a very expensive item in mining costs in the Philippines. The Surigao deposit has been more or less thoroughly studied and its mode of

occurrence makes its mining less problematic than the former two; an estimate of the cost could be fairly calculated after having decided upon the kind of excavating and transportation equipment to be used.

Unless a smelter is built near the mines, the transportation of the ores from the mines to a place where shipping facilities can be obtained, either to local or to foreign smelters, is a problem that must be solved by the prospective operator. The deposits of Surigao and Calambayanga are near points that can be developed in to good harbors.

The Bulacan deposits are isolated in a mountainous region about fifty or more kilometers from a railroad line. The sharp relief of the region will require considerable expenditure, because the region is subject to sudden flooding by the streams during the rainy season. Aerial transportation will probably be the most convenient.

Labor is scarce in all three districts, as most of the people are engaged in agriculture and they cannot be depended upon for continuous work in the mines. The timber supply in two of the districts is not abundant, either for fuel or construction. At Calambayanga there is plenty.

Deposits of coking coal are found in Cebu, and at Sibuguey, Mindanao. Exploitation has been started in these fields, but only on a small scale. Development of the coking seams is not very extensive. **Supply Fuel** City is still unknown. It will take a year or two still to place either one of the districts on a producing basis capable of supplying continuously a blast-furnace plant.

For charcoal supply we might count upon the extensive forests of Zambales,

Bataan, Tayabas, Mindoro, Negros, and Mindanao. It would seem, however, hardly probable that, with the increasing popularity of Philippine lumber in foreign countries, these forests could be considered more valuable as blast-furnace fuel supply than as timber supply, particularly when it is known that once the primary forests are destroyed they never return.

Semianthracite is also being mined at Malangas, Mindanao; but, like the other fields, this one is still only partly developed. This can be considered as a possible fuel supply for blast-furnace smelting.

On account of the low silica content of the Philippine iron ores, silica flux might probably be needed in addition to limestone, as has been mentioned. A good supply of both limestone and silica can be found not far from the ore deposits, all of which could be transported together with the ore. There exists also a good supply of limestone and of siliceous tuff near the coal mines of Cebu.

—Division of Mines, Bureau of Science.

CURRENT MONEY CIRCULATION

The report of the insular auditor dated August 14 gave the total circulation of the Philippines as P144,769,503, coins P21,303,109.20, treasury certificates P86,676,388, and banknotes P36,790,005.80. On the same date the government's reserves were P106,284,686.14. The gold standard fund had P5,598,049.76 in Manila and P14,010,248.38 in New York. The treasury certificate fund had P21,301,281 in Manila and P65,375,107 in New York, the four items making up the total reserve.



"She's a Log-getter"

YOUR LOGGING PROBLEM
can be solved readily by some type of
WASHINGTON LOGGING ENGINE
The Washington Simplex Yarder shown above leads all yarders in ease of operation and low cost of upkeep.
Washington Iron Works, Seattle, U. S. A.
Agents for the Philippine Islands
The Edward J. Nell Co., Ltd., — Manila.

WASHINGTON ENGINES



PHILCO
DIAMOND GRID
BATTERIES

ALEMITE Lubricating Systems
M & H Piston Rings
STAYBESTOS Brake Lining
WONDERMIST Polish
WILKINSON Axle Shafts
DUTCH BRAND Tape, Cement, etc.

These are a few of the truly high grade articles which we have for automobile owners, and operators. A big store in a convenient location makes it a pleasure to buy here. Drive up. Just a minute from Plaza Goiti.

ACME MOTOR CO., INC.
In front of the Quiapo Church
Tel. 355 P. O. Box 1853 Manila



Review of Business Condition for August



AUGUST SUGAR REVIEW

By GEORGE H. FAIRCHILD



NEW YORK MARKET: The market during the month under review has shown a tendency to improve, and prices were slightly higher than those of the previous month. During the first week, it was firm at the advance,

large sales of Cuban sugar at 2-15/32c, c.&f., which is equivalent to 4.21c landed terms, duty paid, for P. I. centrifugals. The market continued to rule strong up to the 10th and prices for Cubas rose to 2-1/2c, c.&f., or 4.27c landed terms. This advance was evidently due to an active demand for refined and the scarcity of freight on the Cuban-Atlantic run caused by the strike in the British collieries, which gave encouragement to holders. The fear of the September liquidation, however, had a demoralizing effect upon the market, and prices declined slightly toward the last week, but it seemed from later transactions that this apprehension might have been groundless after all, for there were difficulties reported in covering September deliveries, with the result that the market took another turn upward toward the end of the month, closing at a price of 2-1/2c, c.&f., for Cubas.

Europe, Canada, and the orient continued purchasing Cubas in large quantities which may account also for the slight improvement of prices for the month. Willett & Gray reported that shipments of Cubas to destinations other than the United States up to July 21 amounted to 493,251 tons and that about 250,000 tons more had already been sold to go forward, or a total of 750,000 tons.

However, the world's sugar stocks are still larger than those of previous years, which are apparently the causes of uncertainty and apprehension in the spot market. Stocks in the U. K., U. S., Cuba and five principal Continental countries at the end of August are 2,950,000 tons as compared with 2,190,000 tons at this time last year and 1,660,000 tons at the same period in 1924.

Following closely the trend of the spot market quotations for futures on the exchange have fluctuated within narrow limits, as shown below:

	High	Low	Latest
September	2.49	2.38	2.38
December	2.65	2.55	2.65
January	2.68	2.62	2.67
March	2.69	2.63	2.65

Only small parcels of Philippine centrifugal were sold during the month. These were near arrivals and afloats and sold at prices ranging from 4.21c to 4.27c landed terms.

The market for refined has been firm and steady but prices were slightly lower than those of the previous month. Quotations ranged from 5.60c to 5.70c as compared with closing quotations of the month of July of from 5.70c to 5.80c.



PALMOLIVE SHAVING CREAM

Makes Your Face Look Young

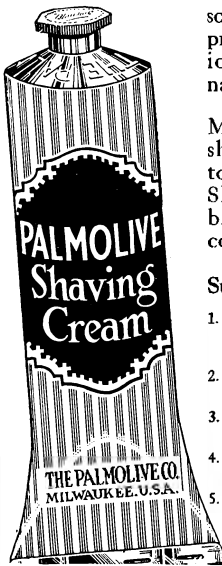
Harsh soaps and ordinary shaving creams dry and age the skin, by depriving it of its necessary natural oils.

The Palm and Olive oils in Palmolive Shaving Cream soothe the skin as you shave, promote a healthy complexion and give your face a natural youthful appearance.

Make the pleasure of your shaving complete with a touch of Palmolive After Shaving Talc. Its colour blends invisibly with the colour of your skin.

Superior in These 5 Points

1. It multiplies itself in lather 250 times. Thus a tiny bit—just one-half inch—suffices for a shave.
2. It acts quickly. Within one minute the toughest beard absorbs 15% of water.
3. The lather maintains its creamy fullness for 10 minutes on the face.
4. The bubbles are small and tenacious. So the hairs are well supported to be cut.
5. The Cream acts as a balmy lotion due to Palm and Olive oils. The after effects are delightful.



Ten Shaves FREE 35

Name.....

Address.....

LOCAL MARKET: There has been little activity in the local market due to limited supplies available for trade. The new parcels of centrifugal that have changed hands during the month were mostly for local consumption and for refineries. Chinese and local refineries have purchased centrifugals at prices ranging from P10.50 to P11.375 per picul.

The abnormally good weather continues to prevail and the optimism of local sugar men expressed a few months ago appears to be realized, and that we may see another bumper crop in the next harvest. It now remains whether or not there will be sufficient work animals and labor to expedite the harvesting at full capacity of the factories. According to the Philippine Sugar Association the coming crop is estimated at 498,000 metric tons, or as large as the 1924-25 crop. Details of this estimate follow:

	Piculs	Metric Tons
NEGROS:		
Bacolod-Murcia Milling Co.	500,000	31,625
Rinaluagan Estate, Inc.	500,000	31,625
Central Azucarera, Inc.	400,000	25,300
Central Azucarera de La Carlota ..	400,000	25,300
Central Bearin ..	165,000	10,436
Central Palma ..	125,000	7,929
De la Raza-Centrals ..	90,000	5,693
Hawaiian-Philippine Co.	600,000	37,950
Isabela Sugar Co., Inc.	354,147	22,410
Macao Sugar Central Co.	518,310	32,783
North Negros Sugar Co.	352,000	22,264
San Carlos Milling Co.	129,000	7,930
Talsay Sily Milling Co.	550,000	34,188
Victorias Milling Co.	329,000	20,240
Total Production—Negros ..	5,739,457	363,922

	Piculs	Metric Tons
LUZON:		
Bataan Sugar Company ..	15,000	945
Calamba Sugar Estate ..	390,000	24,668
Luzon Sugar Company ..	70,000	4,428
Nueva Ecija Sugar Mill ..	12,000	759
Pampanga Sugar Development Co. ..	415,000	26,248
Pampanga Sugar Mills ..	644,652	40,736
Others ..	300,000	18,975
Total Production—Luzon ..	1,846,052	116,762

	Piculs	Metric Tons
PANAY:		
Asturias Suazr Central ..	158,000	9,994
Central Azucarera de Pilar ..	60,000	3,795
Total Production—Panay ..	223,000	13,789

	Piculs	Metric Tons
MINDORO:		
Mindoro Sugar Company ..	70,000	4,428
Total Production of P. I. ..	7,878,509	498,901

Local capitalists are still showing considerable activities. Quite recently there has been announced in the local press the proposed erection of two sugar mills in Luzon; one at Hacienda Luisita, Tarlac, belonging to the Compañia General de Tabacos de Filipinas, and the other at Nasugbu, Batangas, owned by the Viuda de P. P. Roxas y Herederos de A. R. Roxas. It is predicted the former may develop into the largest sugar mill in the Philippines, as in the Hacienda Luisita alone there are about 11,000 hectares of land which can all be dedicated to cane growing, besides other large cane plantations bordering the estate. This district is considered the most fertile in Luzon, having irrigation and drainage facilities, and a network of railway and telephone lines. The new central at Nasugbu will have a daily capacity of 1,200 tons. Orders for the mill and equipment have already been placed with the mill manufacturers, and it is reported the central will be ready to grind cane for the 1927-28 season.

The Philippine Sugar Association will hold its fourth annual convention in Manila during the latter end of September 6 to 10. From the reports of the various committees which have already been printed, the outstanding need of most of the sugar districts in the islands is adequate drainage. It has been shown the losses occasioned by the inadequacy of drainage facilities

will be sufficient to cover the unit cost of installing a drainage system which means so much in increasing yields and thus lowering cost of production—so necessary especially in these days of depression.

It has been suggested upon a number of occasions that appropriations should be made by the local legislature for propaganda in China to induce the Chinese to increase the consumption of sugar. In this connection, it may be of interest to quote from the last number of "Facts About Sugar" as follows:

Through the Java Sugar Association about 854 of the 1926 crop was sold at an average of 8.75 florins per picul (≈2.564 a pound for crystal quality (meaning refined sugar).

Which is equivalent to P7.00 per picul. As some planters in the Philippines are having difficulty in producing sugar at a profit at P10 a picul, the reason for the effort to obtain funds from the legislature for propaganda purposes in China is not clear, since the islands would not be the beneficiary, as China could import from Java and Cuba refined sugar at P7 a picul, whereas refined sugar in Manila sells for something like P15 a picul, and we cannot conceive of any hard-headed Chinese paying P5 a picul more for sugar simply because he wants to be friendly to the Filipinos. Quite recently a cargo of Cuban sugar was landed in Shanghai at P6.50 a picul, or about P4 less than Philippine sugar could be landed in Shanghai.

Shipments of Philippine sugar to various countries from January 1 to August 28 are as follows:

	U. S. Pacific	U. S. Atlantic	China & Japan	Total
Centrifugal ..	45,056	241,983		287,039
Muscovado ..			59,278	59,278
Refined ..	1,580			1,580
Total ..	46,636	241,983	59,278	347,897

MISCELLANEOUS: It was reported that Cuba has finished grinding this year's crop with a final output of 4,377,461 tons which is slightly less than the latest estimate of 4,900,000 tons. From this production must be deducted the Cuban local consumption, which is generally placed at 125,000 tons.

Europe reports very favorable weather conditions for the coming beet crop. Latest estimate of the European beet crop based upon present conditions is 7,285,000 tons against 7,600,000 tons at the same time last year. The slight decrease may be due to the excessive rains in June when floods were reported in Czechoslovakia, Poland, Austria and Belgium, and other important beet sugar producing countries. In view of the depression in the sugar market, it was rumored sugar manufacturers in certain countries of Europe, particularly Germany, were forming combinations or cartels for the purpose of reducing cost of operations.

Java reports a steady, firm market for the month, particularly for distant positions. Latest quotations per picul, f.o.b., are:

Aug/Sept.	Ga. 10-3/4 = P9.27
October ..	Gs. 10-7/8 = 9.33
November ..	Gs. 11 = 9.50

A prominent New York sugar firm estimated that the world's production for 1925-26 will be about 550,000 tons more than that of the previous crop. This is interesting, as Willett & Gray on July 22 estimated the increase in the world's production at 748,031 tons. In view of these reports it is hoped the sugar market will continue to improve.

THE RICE INDUSTRY

By PERCY A. HILL

of Nueva Ecija, Director, Rice Producers' Association.



Prices of last quotations remain unchanged in general, palay selling at the shipping points at from P4.45 to P4.60 with slightly higher prices in the interior, and rice from P9.80 to P10.20 according to class. Classification of grades is becoming more standardized

year by year, due to the Chinese buying and assorting the grades, which in the main are based upon varieties of palay and not so much upon condition. Prices of the cereal both milled and unmilled are not expected to fluctuate much, as the peak seasonal price obtains during August and September.

The outlook for the coming crop seems favorable.

Additional areas have been put under rice in Nueva Ecija, which still has room to expand. There has been quite a lot of unnecessary calling for investigation of the rice industry, mainly by those who desire to lower the price below that of production costs and for their own benefit. Some of this agitation comes from planters of

(Metric Tons)

	U. S. Pacific	U. S. Atlantic	China & Japan	Total
Centrifugal ..	45,056	241,983		287,039
Muscovado ..			59,278	59,278
Refined ..	1,580			1,580
Total ..	46,636	241,983	59,278	347,897

other crops, mainly for export and from labor, organized or not, which cares nothing for labor that happens to be unorganized, thus proving it utterly selfish and possessing none of the boasted solidarity that it so frequently claims. As to expansion, cost of production and general conditions, we may state as follows:

Of all the world's crops, rice seems to be static. Descending to fundamentals the idea is everywhere to increase yields and lower costs. As regards yield, it must be said that this has reached its maximum in certain favored localities in every country in which the cereal is grown. Cost of production is highest where machine methods are partially used and lowest where hand labor is used, based mainly upon yields. In the orient, where intensive culture obtains, cheap labor enables congested populations to exist on small areas. In any event the margin of profit obtained by either system forces contraction or expansion of culture. The 1925 statistics of rice grown in California reveal the fact that even with certain modern appliances, plus expensive irrigation, the gross returns obtained from the cultivation of rice are about equal to those of Nueva Ecija province, which only goes to show that the parrot talk of "modern farming methods" is merely talk.

This has been pointed out before in regard to rice. Furthermore, if the gross yields obtained in California are compared with those of Siam and French-Indochina, the California grower might feel the urge to emigrate of Indo-Asia if he were not held by his wonderful climate. The cost of pro-

duction in the orient is about half that in the west. So much for revolution by modern methods.

The problem that faces the culture of rice in the Luzon plain, the granary of the islands, is that of bringing up lands of low yields to the highest standard obtainable. This is not impossible. The factors of irrigation, fertilizers and seed solve it. Of all the crops produced in the islands, rice is the only one that receives no aid from fertilizers. Content to remove from the soil certain mineral elements, crop after crop, there is no effort made to put these back by means of fertilizing elements, hence the law of diminishing returns obtains in the greater part of the Luzon plain. In a majority of cases the net returns on invested capital fall below the legal percentage, 12 per cent, and loans made at the legal percentage are of course a liability rather than an asset to the producer, who, short-sightedly, cannot see this. In the period of six years 1920-1925 the average yields quoted by the bureau of agriculture were 24.51 cavans per hectare. If this yield could be brought up to that of Nueva Ecija, which is approximately 44 cavans, it would mean that there would be a substantial surplus for export. The ways and means exist, all that is lacking is the effort.

TOBACCO REVIEW

By P. A. MEYER

Alhambra Cigar and Cigarette Manufacturing Co.



Raw leaf: The very weak tone in the local market continues and consequently the "watchful waiting" policy is being maintained by the tobacco buyers in Cagayan and Ysabela. The large crop of the 1926 crop of these provinces is still in the hands of the farmers. Shipments abroad during August were as follows:

Leaf Tobacco and scraps
kilos

Australia	1,922
Belgium	7,210
China	25,387
Germany	117
Holland	18,222
Hongkong	22,083
Spain	850,376
Straits Settlements	8,511
United States	20,873
	955,201

Cigars: Export to the United States during August, compared with the same period of 1925, shows a decrease of 25%, mostly due to the strike in some of the local factories. Unfortunately a bigger decrease may be anticipated for September on account of the non-conciliatory attitude of the striking cigarmakers, who, by their refusal to recognize certain economic laws, still consider themselves the victims of exploitation by "powerful interests." Comparative figures for the trade with the United States are as follows:

August 1926	13,579,849
July 1926	14,727,808
August 1925	18,039,502

LUMBER REVIEW FOR AUGUST

By FRANCISCO TAMESIS
Acting Director, Bureau of Forestry



The seasonal drop of lumber activities has begun to show, judging from the reports received in the bureau of forestry from 32 mills for the month of July. As has been the general tendency occurring at this period of this year, the lumber movement has been inactive due principally to the weather condition. The figures so far received indicate a slight decrease both in production, shipment and export for the month of July as compared with the preceding month. The lumber shipment from 32 mills amounted to 16,894,075 board feet for July as compared with 18,384,091 board feet for June. The July lumber shipment, however, registered an increase over the shipment for the same month of last year, which amounted to 12,006,910 board feet. Likewise, the lumber production for July amounted to 12,392,269 board feet as compared with 15,941,522 board feet for the month of June. Due to weather conditions which prevented the shipment of lumber, there was noted an increase in the lumber inventory of the mills over that of the preceding month.

There were 32,030,829 board feet of lumber in the yards at the end of July as compared with 30,510,851 board feet for the month of June.

The export to foreign countries has likewise decreased by about two million board feet.

The July export amounted to 5,258,448 board feet valued at \$451,714.00 as compared with 7,698,992 board feet valued at \$567,966.00. The total export, however, for July of this year registered an increase over the export for the same month of last year which amounted to 2,853,096 board feet. As a whole, the lumber business has shown an increased activity over that of last year.

The following table shows the export trade for this month as compared with the preceding month of this year and that of July of last year.

The following table shows the export trade for this month as compared with the preceding month of this year and that of July of last year.

The following table shows the export trade for this month as compared with the preceding month of this year and that of July of last year.

The following table shows the export trade for this month as compared with the preceding month of this year and that of July of last year.

Destination	1925		1926	
	Board Feet	Value	Board Feet	Value
United States	1,445,840	\$122,461	2,594,880	\$230,356
China	92,856	7,849	1,543,360	131,508
Japan	346,408	27,181	605,048	52,370
Australia	662,712	54,480	454,952	31,473
Great Britain	167,904	14,257	60,208	6,007
Netherlands	115,752	12,000		
Canada	18,232	2,897		
Hongkong	3,392	1,200		
Spain				
Total	2,853,096	\$242,353	5,258,448	\$451,714

INSURANCE

FIRE, MARINE, MOTOR CAR.

F. E. ZUELLIG, INC.

Cebu Manila Iloilo

REVIEW OF THE EXCHANGE MARKET

By STANLEY WILLIAMS
Manager, International Bankly Corporation.



Telegraphic transfers on New York were quoted nominally at the close on July 31 at 1-1/8% premium with some sellers for round amounts at 1% premium. The market was unchanged on this basis until August 12, when almost all banks would meet the rate of 1%. On the 18th one bank came out as a seller at 7/8% and the market was unchanged during the rest of the month at a nominal 1% with sellers at 7/8%.

Sterling cables were quoted at 2/0 3/8 at the close on July 31 and the market was unchanged until the 16th when fair lots could be had at 2/0 7/16 and the market settled to that level. On the 24th there was a possible seller at 2/0 1/2 and by the 26th that rate was fairly general for important amounts. There was no further change in the market before the close on August 31.

Sterling 3 m/s credit bills were unchanged at 2/1 1/16 and 3 m/s d/p bills at 2/1 3/16 up to August 19, when these rates were raised 1/16. On August 28 a further raise of 1/16 took effect and the closing rates were 2/1 3/16 for credit bills 2/15 5/16 for d/p bills.

The New York London cross rate closed at 486-1/4 on July 31 and fluctuated during the month between a high of 486 5/16 on August 2 and 5 and a low of 485-1/4 on the 27th, 28th, 30th and 31st.

London bar silver closed at 29-3/8 spot and forward on July 31 and dropped away to a low of 28-1/2 spot 28-9/16 forward on August 8. It touched a new high of 29-1/16 spot 29-3/16 forward on August 27 and closed at 28-5/8 spot 28-3/4 forward on the 31st.

New York silver closed at 63-5/8 on July 31 and dropped to a low of 61-5/8 on August 6. After touching a new high of 63 on the 27th it closed at 62-1/4 on the 31st.

Telegraphic transfers were quoted nominally at the close as follows:

Paris, 16.00; Madrid, 154-1/2; Singapore, 114-1/2; Japan, 97-3/8; Hongkong, 109; Shanghai, 71; India, 135; Java, 122-1/2.

TIMBER AND LUMBER EXPORT

Destination	1925		1926	
	Board Feet	Value	Board Feet	Value
United States	1,445,840	\$122,461	2,594,880	\$230,356
China	92,856	7,849	1,543,360	131,508
Japan	346,408	27,181	605,048	52,370
Australia	662,712	54,480	454,952	31,473
Great Britain	167,904	14,257	60,208	6,007
Netherlands	115,752	12,000		
Canada	18,232	2,897		
Hongkong	3,392	1,200		
Spain				
Total	2,853,096	\$242,353	5,258,448	\$451,714

MEERKAMP & Co.

IMPORTERS & EXPORTERS

REVIEW OF THE HEMP MARKET

By L. L. SPELLMAN
Market & Company



This report covers the Manila fibre market for the month of August with statistics up to and including August 30, 1926.

U. S. GRADES:

The first of the month found sellers offering in the U. S. on the basis of J1 12-1/4c, I 14-1/8c and F 15-1/2c. The

buyers, however, seemed to resist the advance in price and very little hemp changed hands. The market, however, remained fairly firm due to the high prices ruling in the primary market and the manufacturers gradually bought their requirements although they confined their buying largely to hemp for prompt shipment. During the latter half of the month the market remained firm and prices for the better grades advanced materially and apparently the demand was greater than the supply. At the end of the month the market was decidedly firm on the basis of J1 22-3/8c, I 15c and F 16-1/2c. The higher grades of C, D and E were practically unobtainable.

It will be noted that I advanced 7/8c a lb. and F 1c a lb. during the month while J1 advanced only 1/8c a lb. and this advance was entirely due to the advance of higher grades as there was no demand for the lower grades of U. S. fibres.

The first of the month found buyers in Manila on the basis of E P36.4, F 34.—, G 25.4, H 16.4, I 32.—, J1 27.—, S1 33.—, S2 31.— and S3 27.—. Business was fairly brisk and all good parcels arriving found ready buyers. During the first week the prices came on a good move upward and by the middle of the month the exporters were buying on the basis of F P36.—, I 34.— and J1 28.—. During the last half of the month the prices continued to advance and it became apparent that there was a real shortage of the grades E and above and exporters were willing to pay fancy prices for parcels from districts giving a good percentage of the higher grades. The market closed with buyers on the basis of E P40.—, F 38.—, G 26.—, H 17.—, I 35.50, J1 28.—, S1 37.—, S2 34.50 and S3 28.—. Higher prices were paid for separate lots of E and F and also for parcels containing a fair percentage of these grades.

The Navy is again asking for bids on the higher grades and a number of exporters still have contracts to fill so that the market will unquestionably hold and probably advance for hemp grading F and above. The lower grades seem to be accumulating but prices will probably be maintained in sympathy with the advance of the higher grades.

U. K. GRADES: On the first of the month there was more or less confusion in the U. K. and Continental markets due to the new grading of the so-called U. K. fibres. Hemp of the old grading on the first was selling on the basis of J2 £32.15, K £32.15, L £33.10 and M £29.10. During the first week the exporters offered new grading at the following prices: J2 £43.—, K £40.10, L1 £35.—, L2 £34.—, M1 £32.— and M2 £30.—. The market remained fairly firm throughout the month. Prices gradually improved with a fair amount of

business doing in both old and new grading. The market closed with sales having been made on the basis of J2 £46.—, K £37.10, L1 £35.10, L2 £34.—, M1 £31.— and M2 £29.—. It is believed that practically all the hemp of the old grading in the hands of the exporters has been sold. There will naturally be considerable trading in these grades by the speculators during the next few months.

At the beginning of the month the exporters were buying the old classification of U. K. grades at J2 P20.50, to 21.—, K 15.— to 15.50, L 15.50 to 15.75 and M 15.— to 13.50. A small amount of hemp under the new classification was sold but there seemed to be no established market. Toward the middle of the month most of the old grading had been sold and prices were established for the new grades on the basis of J1 P21.50, K 16.50, L1 16.50, L2 15.50, M1 14.50 and M2 13.—. These prices gradually increased and at the end of the month the market was pretty generally established on the basis of J2 P22.—, K 17.25, L1 17.25, L2 16.25, M1 15.50 and M2 14.50.

There was the usual variation in price according to the texture of the fibre.

FREIGHT RATES: The Associated Steamship Lines continue to pursue the short-sighted policy of making temporary changes in freight rates to Japan. The Conference rate is \$2.— per bale and the

Association reduced the rate to \$1.50 per bale effective from Sept. 4 to Sept. 7, inclusive. This gives some exporters a decided advantage over others and if some definite policy is not adopted by the Association, it will be necessary for the hemp exporters to make contracts with the outside lines in order to protect their interests. There is a decided discrimination in favor of some of the steamship lines on hemp shipped from Davao which is causing the exporters considerable worry. All other rates remain unchanged.

STATISTICS: We give below the figures for the period extending from August 2 to August 30.

	Stocks—	Bales 1926	Bales 1925
January 1.....		153,181	131,228
Receipts to Aug. 30.....		863,274	796,239
Stocks on Aug. 30.....		165,244	159,483

Shipments

	To Aug. 30 1926	To Aug. 31 1925
To—	Bales	Bales
United Kingdom.....	177,121	243,576
Continent.....	118,994	81,833
Atlantic U. S.....	225,649	186,700
U. S. via Pacific.....	112,035	100,221
Japan.....	157,078	105,822
Elsewhere and Local.....	60,334	49,822
Totals.....	851,211	767,984

o. b. tank cars west coast were the prevailing prices. During the closing days forward sales at 8-3/4 f. o. b. tank cars and an August spot sale at 8-5/8 f.o.b. tank cars, both west coast, were reported.

There were rumors of an October/November price of 8-3/4 c. i. f. west coast, which are unconfirmed. U. S. oil stocks are adequate and there are large shipments of oil and copra afloat. The cottonseed crop, one of the largest for years, is due in October and it appears unlikely that there will be any advance in oil prices for nearby shipments.

Closing quotations were:

London.....	—No quotation.
U. S. A.....	—8-5/8 to 8-3/4 f. o. b. tank cars west coast
Manila.....	—P.38 per kilo

COPRA CAKE

The copra cake market during August continues decidedly flat. The opening price of 27-5-0 declined to 27-2-6 for nearby delivery and 27-5-0 for November to February delivery, and continued at about this figure to the end of the month.

There are reliable signs of a recovery for nearby shipments however and those sellers who have been holding for higher prices are likely to profit thereby. Locally sales have been made from P44.50 to P46 per metric ton ex warehouse. Sellers are holding out for P48 to P50 with some prospect of success.

Closing quotations were:—

Hamburg—	27-5-0 Sept/Oct. shipment.
U. S. A.—	No quotation
Manila—	P46.00 to P48.00 ex warehouse

COPRA AND ITS PRODUCTS

By R. K. ZERCHER
Copra Milling Corporation



The final figures for July show arrivals in Manila of 31,900 bags. August arrivals reported to date are 407,000 bags or 33 per cent more than the August average for the past three years. Copra prices declined during the first days of the month and

continued downward until the 24th when P11.50 for buen corriente and P12.625 for rescada were offered. On this date the London market reached its lowest level, or L 27-0-0 for f.m.m.

Rumors of advancing oil prices unconfirmed to date started copra prices upwards and by the end of the month the rescada copra price was P13 to P13.25 and reports of sales at P13.50. Reports from the U. S. on the oil market indicate a firm market, buyers inactive and stocks adequate. The London copra market is however steadily advancing.

September, the largest production month of the year, is ahead of us and is opening up with fine dry weather. Arrivals are increasing and prices should not be affected unless by foreign influences in copra and oil market.

The closing quotations were:

London.....	—£27-7-6 for f. m. m.
U. S. A.....	—5-1/4c c. i. f. west coast
Manila.....	P12.875 to P13.125 for rescada

COCONUT OIL

There has not been much of a movement in the price of coconut oil during August. Opening prices were 8-3/4 to 8-7/8 cents f. o. b. tank cars west coast. For a great part of the month 8-5/8 to 8-1/2 cents f.

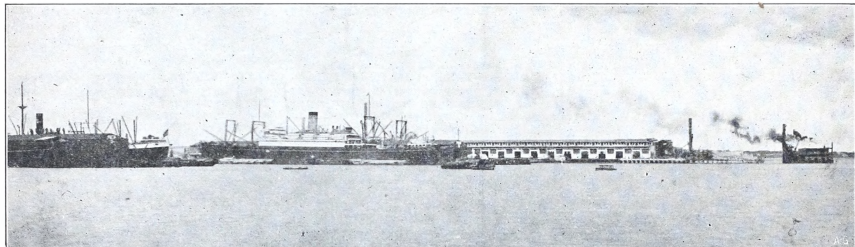
Phone 2-22-33 "El Hogar Filipino" Building

WARNER, BARNES & CO., LTD.
Insurance Agents

Transacting
All Classes of Insurance



SHIPPING NOTES



SHIPPING REVIEW

By H. M. CAVENDER

General Agent, Dollar Steamship Line



There is every indication of ample tonnage from the Philippines in all directions. During the past month there has been an increased movement of hemp to the United States but this appears to be a temporary movement only. Inward cargoes continue on

about the same average as for the past few months.

August saw an increase in the number of passengers departing. From figures available we see that the following passengers departed, first figure represents first cabin, second figure all other classes:

To Hongkong 81—248, to Shanghai 29—81, to Japan 14—17, to Honolulu 3—307, to Pacific coast 109—252, to Singapore 6—8, to Europe 18—14, to Australia 8—0, thus reaching a total of 1225 departing passengers, of which 268 were cabin and 957 other classes.

Filipino emigration during August to Honolulu and the Pacific coast, included in the figures of the preceding paragraph, amounted to 307 to Honolulu as compared with 278 in July and 252 to the Pacific coast as compared with 368 during the previous month. By way of comparing August, 1925, with this year, we find that 388 went to Honolulu as against 307 while 143 went to the Pacific coast as against 252 during August this year.

It is interesting to notice from Tourist statistics that last year Manila was visited by 2982 world tourists as compared with 2896 the previous year. There were five round-the-world cruises during 1925 with 2194 tourists, while in 1924 there were 2896 visitors.

These visitors do considerable sight-seeing during the very few hours allowed

at Manila. The places most frequented are Fort McKinley, Las Piñas, where is housed the famous bamboo organ, Montalban gorge, the ruins of Guadalupe church, where took place the Filipino-American encounters in '99, and trips in the direction of Los Baños, San Pablo and north from Manila.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of July, 1926: To China and Japan ports 13,435 tons with a total of 36 sailings, of which 9,967 tons were carried in American bottoms with 17 sailings; to the Pacific coast for local delivery 23,478 tons with 15 sailings, of which 23,312 tons were

ADMIRAL ORIENTAL LINE

MANILA



SEATTLE

VIA HONGKONG - SHANGHAI - KOBE - YOKOHAMA

	Leaves Manila	Arrives Seattle
PRESIDENT MADISON	Sept. 22	Oct. 14
PRESIDENT JACKSON	Oct. 4	Oct. 26
PRESIDENT MCKINLEY	Oct. 16	Nov. 7
PRESIDENT JEFFERSON	Oct. 28	Nov. 19
PRESIDENT GRANT	Nov. 9	Dec. 2

ONLY TWO-DAY STOP AT HONGKONG
TWENTY-THREE DAYS MANILA TO SEATTLE

ADMIRAL ORIENTAL LINE

PHONE 22441

MANILA

24 DAVID

OXYGEN

Electrolytic
Oxygen 99%
pure

HYDROGEN

Electrolytic
Hydrogen 99%
pure

ACETYLENE

Dissolved
Acetylene for
all purposes

WELDING

Fully Equipped
Oxy-Acetylene
Welding Shops

BATTERIES

Prent-O-Lite
Electric Storage
Batteries



Philippine Acetylene Co.

281 Calle Cristobal

MANILA

carried in American bottoms with 13 sailings; to the Pacific coast for transhipment 3,441 tons with 11 sailings, of which 2,824 tons were carried in American bottoms with 8 sailings; to the Atlantic coast 38,841 tons with 15 sailings, of which 10,281 tons were carried in American bottoms with 5 sailings; to European ports 16,323 tons with 16 sailings, of which 198 tons were carried in American bottoms with 2 sailings; to Australian ports, 1,100 tons with 4 sailings, none of which was carried in American bottoms; or a grand total of 98,547 tons with 97 sailings, of which American bottoms carried 46,782 tons with 45 sailings.

The enlargement of Pier 5 has attracted much interest among shipping people. When the apron, now under construction, is fully completed the handling of cargo over that pier will be expedited to the extent of 35%. The bureau of public works has the project under construction and reports that completion is expected during the coming month of October. The appropriation for the work is \$450,000. The construction of a 25-foot apron on both sides of Pier 5 was begun last March. When completed this pier will rank next to Pier 7 and according to information from the bureau of customs will be employed exclusively for ocean going vessels.

The breakwater, being constructed off Malate by the Atlantic, Gulf & Pacific Company, about which mention was made in earlier notes, is beginning to show itself above the surface of the harbor waters.

World shipbuilding declines and the U. S. ranks sixth, showing 41,268 tons gain

over 1925. A continued downward trend in world shipbuilding is evidenced in the summary of returns from all maritime nations in Lloyd's Register of Shipping for the quarter ending June 30. The date shows that work under way on merchant vessels aggregated 1,907,687 gross tons, a decline of about 400,000 tons from the total for the same period in 1925 and 39,000 tons less than the total for the quarter ending March 31. The heaviest decrease was in Germany, where the drop for the quarter was 48,000 tons. The United States, with an increase of 15,491 tons, and Holland, with an increase of

14,640 tons, were the only nations to show a gain for the quarter.

The standing of the eight principal nations at the end of the quarter was: Great Britain and Ireland, 841,338 tons; Italy, 287,346 tons; France, 153,955 tons; Germany, 148,851 tons; Holland, 148,245 tons; United States, 133,268 tons; Denmark, 42,673 tons; Japan, 38,270 tons.

Only the United States, Holland and Italy are building larger amounts of merchant tonnage than they were a year ago, at which time the United States had about

Manila to New York via Suez and Europe

See the Old World on your trip home. Stops of several days in many ports. You can travel through Europe and catch our boat for New York via Southampton, England, at Bremen. "The Most Interesting Trip In The World."

NORDDEUTSCHER LLOYD

Zuellig & von Knobe'sdorff
AGENTS

90 Rosario
Manila

Phone 22324

DOLLAR STEAMSHIP LINE

SERVES THE WORLD

ROUND THE WORLD

24 Calle David

Telephone 22441

High-class Passenger and Freight Service

SAILINGS
EVERY
14 DAYS

The President Liners Offer
SPEED—SERVICE—COURTESY—COMFORT
Excellent Food, Comfortable Cabins, Broad Decks,
American Orchestra, Dancing, Swimming Pool,
Sports.

SAILINGS
EVERY
14 DAYS

To SAN FRANCISCO

via

HONGKONG, SHANGHAI, KOBE,
YOKOHAMA and HONOLULU

NEXT SAILING

PRESIDENT TAFT - - - - Sept. 22
PRESIDENT WILSON - - - - Oct. 6

THROUGH RATES TO EUROPE
Railway Tickets to all points in America.

To BOSTON-NEW YORK

via

SINGAPORE, PENANG, COLOMBO,
SUEZ, PORT SAID, ALEXANDRIA
NAPLES, GENOA, MARSEILLES

Round—the—World

NEXT SAILING

PRESIDENT ADAMS - - - - Sept. 17
PRESIDENT GARFIELD - - - - Oct. 1

Stopovers will be granted which permit the making of interesting side trips at various points.

92,000 gross tons in hand, Holland 100,000 tons and Italy 212,000 tons.

Tanker building, which had been declining during recent quarters, showed a gain for the quarter ended June 30. The United States showed a gain of 500 tons; Great Britain and Ireland with 113,765 gained 21,955 tons and all other countries totaled 136,253 tons, making a total gain in tanker building of 13,708 tons.

Construction of motor vessels showed a further decrease in the quarter just ended. Compared with the previous quarter, the decrease was about 28,000 tons.

SHIPPING PERSONALS

Fred O. Finn, recently appointed general agent in the Far East for the Chicago, Milwaukee & St. Paul Railway, arrived in Manila August 14, a passenger aboard the *President McKinley*. He departed by the same liner. Mr. Finn was formerly general agent for the Milwaukee Road, located in Victoria, B C; he will make the headquarters for his new post at Shanghai but promises to visit Manila and the Philippines often.

H. M. Cavender, in charge of the Dollar interests in the Philippines, left Manila August 26 for a two week's inspection trip of conditions in the southern islands.

W. B. Barney, accompanied by Mrs. Barney, arrived in Manila aboard the *President Jefferson* August 26. Mr. Barney is in the employ of the Admiral Oriental Line and has been assigned to the Manila passenger office.

T. B. Wilson, assistant general agent of the Dollar Steamship Line, Manila, has been transferred to the Yokohama office where he will relieve F. C. Thompson as general agent. Mr. Wilson expects to leave Manila September 10. J. E. Gardner, jr., now in charge of the freight and passenger office, takes over Mr. Wilson's desk, while James Wells relieves Mr. Gardner.

R. C. Morton, director in the orient for the United States Shipping Board, returned to Manila aboard the *President Lincoln* August 8 after an absence of about five weeks in China and Japan. Mr. Morton was away on board business. A. F. Henry, disbursing officer, returned from Hongkong with Mr. Morton.

Carl Seitz, oriental manager for the Oregon Oriental Line, arrived in Manila aboard the *President Hayes* August 19. Mr. Seitz came to Manila to get away from the sweltering heat in China at this time. Mr. Seitz' headquarters are in Shanghai.

Mr. J. Thompson, passenger agent of the Follar Steamship Line, accompanied by Mrs. Thompson, is leaving Manila September 10 for the United States to spend a well earned holiday. Mr. and Mrs. Thompson expect to return to Manila in five or six months.

V. M. Smith, assistant director for the United States Shipping Board in the orient, left Manila August 9 aboard the *Changts* for Hongkong to relieve R. N. Johnson who has been in Japan attending the repairs to the *Favalon*. Mr. Smith is expected to return to Manila early in September.

Use of Chemical Fertilizers in the Philippines

糖農農人農人農人農人農人農人農人
Sugar Farmers Lead in Enterprise: Rice Farmers Slower

By E. M. GROSS



The most important economic departure in Philippine agriculture, the consistent use of chemical fertilizers, is relative new. In 1912, a local German firm organized a department for the introduction of this line of trade, but the use of chemical fertilizers did not assume any real proportions until about the year 1923; the German firm who were the pioneers in the business did not make large sales because the sugar then manufactured in the islands was muscovado and planters were unable to see the advantages of induced yields. Planters of rice, tobacco, coconuts and other crops were also dubious about the venture. Farming by the old *aparceero* system, they had their stock excuse, *no tenemos dinero*.

Then came the Great War, and general attention was fixed on other matters.

After the war, the Philippine National Bank found itself in effect the unwilling owner of seven large sugar centrals with insufficient cane to supply the mills through the season. For the administration of the affairs of these centrals, the bank organized the Philippine Sugar Centrals Agency, with D. M. Semple as manager and E. W. Kopke as chemist. Both men were interested to see what could be done in a practical way to increase the yield of cane per hectare. They determined upon the general use of fertilizer.

A fertilizer containing ten per cent nitrogen, six per cent soluble phosphoric acid and two per cent potash was decided upon, and I was given an order for 1000 metric tons of such a mixture as a trial.

Upon arrival of the shipment in the Philippines it was distributed to the plantations and the planters were shown how to have it applied to the soil. Results were of course immediate. Fields formerly yielding 40 to 50 piculs of sugar per hectare, now yielded 80 to 100 piculs.

One fertilized field of cane was across the road from the offices of the Bacolod-Murcia central of which Rafael Alunan is manager. Mr. Alunan was not slow in realizing the benefits of fertilization of growing cane, and the innovation now has no better supporter than he. From the original shipment of 1000 metric tons in 1921, sales of chemical fertilizer in the islands for sugar cane alone were 30,000 metric tons last year.

The major portion of the supply is imported from the United States, but recently considerable quantities are being mixed locally, by four companies interested in the trade. The nitrogen is imported, chiefly from the United States, as ammonium sulphate. The potash, in the form of a sulphate, comes from Germany, while a great deal of the phosphoric acid used is the bat guano found abundantly in many parts of the islands. There are many caves in the limestone rocks of the Phil-

ippines; they are all the abodes of countless bats. It is, for example, quite an interesting sight, at early twilight in the evening, to see the bats flying forth from the limestone caves at Montalban. They are so numerous that they fairly darken the sky.

Authorities differ as to the fertilizing value of native guano, but the fact seems well established that when well dried and finely pulverized it is an excellent and cheap phosphoric acid material. It ordinarily contains about 16 to 20 per cent of phosphoric acid in the form of phosphate of lime. In this form it is not as readily soluble nor as immediately available for mixture as the elaborated super-

THE WHITE HOUSE GROCERY

FANCY AND STAPLE GROCERIES

Prompt and Courteous Service

The only grocery in Manila with modern slicing machine.

349 ECHAGUE

PHONES 22101
22102

PHILIPPINE GUARANTY COMPANY, INC.

(Accepted by all the Bureaus of the Insular Government)

Executes bonds of all kinds for Customs, Immigration and Internal Revenue.

DOCUMENTS SURETYSHIPS

For Executors, Administrators, Receivers, Guardians, etc.

We also write Fire and Marine Insurance

LIBERAL conditions
ON INVESTMENTS
ON REAL ESTATE repayable by
MONTHLY or QUARTERLY instalments at
LOW INTEREST

Call or write for particulars
Room 403, Filipinas Bldg.
P. O. Box 128
Manila, P. I.

Manager's Tel. 22110 Main Office Tel. 441

phosphate of lime, yet its price recommends its general adoption.

Many sugar centrals burn their molasses, which results in a product known as carbonate of potash. A ton of molasses ashes usually contains 300 kilos of potash, and some centrals offer this material at one peso per unit of potash. Sulphate of potash as imported costs about P150 per metric ton and contains about 95 per cent of potash. The local carbonate would therefore prove a cheaper material. Its one disadvantage is that it cannot be mixed with ammonium sulphate: the combination of the two elements causes the liberation of free ammonia, the necessary protein (nitrogen) so valuable as a fertilizer, and its loss by evaporation must be avoided. Evaporation could be overcome by applying the ashes alone, as so-called top-dressing. Generally speaking, 100 kilos per hectare would be sufficient; but the *duce* for niente predictions of our field labor is a deterrent factor, so we continue importing the more expensive German potash.

The nitrogen material we have in immense local source unless Manila were to follow the example of other cities and recover from its sewage the large percentage of ammonia sluiced out to sea.

During 1925 renewed efforts were made among the rice planters to introduce the use of chemical fertilizers. Abundant proof was shown that a properly fertilized field of rice would yield 80 cavans or more of paddy, instead of 40 cavans as is now generally obtained, and this increased yield came about at the cost of only a little additional labor and 12 pesos' worth of fertilizer. It was found, however, that the planters were reluctant to undertake the innovation. They argued that the tenants, sharing the crop with them, would get more money and develop greater shiftlessness. This bizarre case for morale among the tenants was beyond successful rebuttal. The planters were willing to continue taking their half of 20 to 40 cavans per hectare, so long as their tenants would get no more.

Davao hemp planters are now experimenting with phosphoric acid as a fertilizer for abaca. The results thus far are gratifying; the application of the acid makes a healthier plant with more shoots, greater height and stronger fiber. There is reason to believe that the use of fertilizer on abaca plants will soon improve the cultivation of this most important crop.

The use of phosphoric acid as a fertilizer for coconuts is most commendable; there is no doubt that yields would be much increased by this becoming a general practice. This field remains for some commercial missionary to develop.

It may not be amiss briefly to describe the influence of the three chemical fertilizing elements upon plant morphology.

Nitrogen. Lack of this element may be recognized on a plant when its color is yellowish green. There is insufficient sap and the plant grows slowly.

Potash. This element gives fibrous content, develops roots and gives strength of body to plants. A soft mushy plant poorly developed would generally indicate a lack of potash.

Phosphoric Acid. Deficiency of phosphoric acid is seen in rickety plants, dwarfish development and a general drooping appearance. Maturity is retarded, the tips of the leaves are yellowish.

In resumen, practical experience has taught that the use of fertilizer is the *vade mecum* of modern agriculture. In time the initiative of Philippine sugar planters will be taken by those of other crops. The chemical fertilizer industry has at least established itself here, and it will advance.

NEW YORK OFFICE CLOSES

The New York office of the Chamber of Commerce, which has for several years employed Norbert Lyons as secretary under the direction of a special committee, closes September 15 after three years' work that has been of extreme value to the islands in acquainting the United States with their natural resources, the volume and worth of their trade, with what this may develop into and with the true relation of the Philippines to America as one of her permanent territories. Sufficient public interest has been aroused to induce attention both from the Whitehouse and Congress, where no member may now say that his district has no interest in the islands or what becomes of them. The end sought has been attained.

TEAL GETS BUICK AGENCY

The Teal Motor Company has just announced the news, quite pleasing to its many friends and patrons, that it has secured the Buick agency for the Philippines, also the agency for Oldsmobiles. The 1927 models of these famous cars will be on display at the downtown showrooms of the company, 527 Maella del Banco Nacional. The service department will be established in new quarters on the port area. The enviable reputation of this firm and its president-manager, Ellis Teal, are in every way reassuring to the thousands of Buick owners and prospective owners of Buicks in the Philippines, they are assured of the kind of service that makes and retains satisfied customers, something that in the past has assisted the Buick in reaching its preeminent position in this market.

NEW BASILAN SETTLERS

No little plantation development is taking place on Basilan according to advice to the Journal. Companies with big capital are not of course going in, but some half dozen Americans with their own money have taken up tracts of several hundred hectares each either by lease or purchase, and more natives have gone in than Americans, the natives taking up smaller tracts, chiefly homesteads of 24 hectares each. The bureau of forestry assists all settlers by helping them select lands classified as agricultural areas so that controversies or litigation will not arise in the future. The settlers plan planting rubber and coconuts, avoiding putting their eggs in one basket.

A FAMILY COFFIN

When necrological services were held for President Harding at Vigan, Philippines, Bishop Hurth appealed to his master of funeral arrangements to prepare a catafalque of fitting dignity. Years before, the Bishop recalled, there had been a funeral of a native man of wealth in which a silver-mounted coffin had figured prominently, and it was suspected that the coffin had not remained in the grave but had been removed and stored in the family home for a future occasion. This proved true, and upon due request the coffin was furnished for the Harding catafalque.

Hilton Carson

Furniture Moved
Contract Hauling
Baggage Transferred
Dump Trucks for Hire

AUTO TRUCKING 1955 Ascarraga
CO. Phone 22345

Messrs. Warner, Barnes & Co., Ltd.,

have pleasure in announcing that they have been appointed sole Agents in the Philippines for

THE HONGKONG WHAMPOA DOCK CO. LTD. OF HONGKONG

Please address all enquiries to:

WARNER, BARNES & CO. LTD.,

Machinery Department—Phone No. 2-22-37

Hogar Filipino Building.

行銀興中

China Banking Corporation

Manila, P. I.

DOMESTIC AND FOREIGN BANKING
OF EVERY DESCRIPTION

100 YEARS' LEADERSHIP

Few Americans are aware that United States trade relation with the Philippines date from the American Revolution, and that for a period of 70 years New England companies were preeminent in Philippine commerce and in high esteem with the Spanish authorities. The leading firms were Pelee, Hubbell and Co., and Russell & Sturges.

In the days of the old "clipper" trade on the Pacific, overseas commerce was a very different thing from what it is today, mainly because in those days the trade had to service of international banks. American firms in Manila not only carried on an export-import trade, but banking as well. England under Victoria, wise in her generation, finally chartered banks for foreign business, and in the distressful 70's these banks closed down on the American companies and the properties fell into British hands. Nevertheless, the old American records on banking, exchange and commerce are models of accuracy as well as business—semi-monthly, monthly, tri-monthly and annual periods and reported all values in pounds sterling.

IT IS



A CAPITAL

T

CONNELL BROS. Co.
IMPORTERS

Washington Hoisting Engines

We Stock Them



Atlantic, Gulf & Pacific Company of Manila

71 Muelle de la Industria Manila, P. I.

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	July, 1926	P 3,841,095	P 4,354,394	P 19,341	P 8,214,833	P 2,440,643	P 6,152,837	P 8,893,480	
	July, 1925	4,234,116	4,259,449		8,493,565	1,460,859	3,175,006	4,635,865	
	Av. for 1925	3,562,712	3,874,224	11,539	7,338,482	3,641,315	1,769,149	8,430,164	
British monthly	July, 1926		4,708,975	490,176	5,209,151	2,268,024	86,789	2,374,813	
	July, 1925		3,416,228	553,915	12,000	3,982,143	5,806,062	184,518	5,990,580
	Av. for 1925		3,087,822	429,287	3,817	3,511,926	3,687,335	433,102	4,120,437
Japanese monthly	July, 1926								
	July, 1925								
	Av. for 1925	832	12,736	3	13,571	1,681,291		2,048,504	
Swedish monthly	July, 1926								
	July, 1925								
	Av. for 1925							2,527,815	
Norwegian monthly	July, 1926								
	July, 1925								
	Av. for 1925							1,684,261	
Finnish monthly	July, 1926								
	July, 1925								
	Av. for 1925							463,870	
Philippine monthly	July, 1926								
	July, 1925								
	Av. for 1925							690,982	
German monthly	July, 1926								
	July, 1925								
	Av. for 1925							1,273,744	
Spanish monthly	July, 1926								
	July, 1925								
	Av. for 1925							785,114	
Dutch monthly	July, 1926								
	July, 1925								
	Av. for 1925							92,187	
Mail monthly	July, 1926								
	July, 1925								
	Av. for 1925							262,571	
Total monthly	July, 1926	8,550,070	5,107,141	21,474	13,679,085	8,050,915	7,093,217	15,144,132	
	July, 1925	7,649,344	5,465,123	12,000	13,126,467	9,791,536	4,724,924	14,522,560	
	Av. for 1925	5,679,644	4,861,314	15,757	10,556,715	9,813,245	6,893,890	16,707,135	

Note: Monthly average is for 12 months previous to June 1926.

IN RESPONDING TO ADVERTISEMENTS PLEASE MENTION THE AMERICAN CHAMBER OF COMMERCE JOURNAL

PRINCIPAL EXPORTS

Table with 3 main columns: Commodity, July, 1926, and July, 1925. Each sub-column includes Quantity, Value, and %.

Note: All quantities are in kilograms except where otherwise indicated.

PRINCIPAL IMPORTS

CARRYING TRADE.

Table with 3 main columns: Articles, July, 1926, and July, 1925. Each sub-column includes Value and %.

Table with 3 main columns: Nationality of Vessels, July, 1926, and July, 1925. Each sub-column includes Value and %.

Table with 3 main columns: Articles, July, 1926, and July, 1925. Each sub-column includes Value and %.

Table with 3 main columns: Nationality of Vessels, July, 1926, and July, 1925. Each sub-column includes Value and %.

Table with 3 main columns: Articles, July, 1926, and July, 1925. Each sub-column includes Value and %.

Table with 3 main columns: Countries, July, 1926, and July, 1925. Each sub-column includes Value and %.

PORT STATISTICS

TRADE WITH THE UNITED STATES AND FOREIGN COUNTRIES

Table with 3 main columns: Ports, July, 1926, and July, 1925. Each sub-column includes Value and %.

Table with 3 main columns: Countries, July, 1926, and July, 1925. Each sub-column includes Value and %.

BUSINESS AND PROFESSIONAL DIRECTORY

"LA URBANA"

(Sociedad Mútua de Construcción y Préstamos)

PRESTAMOS HIPOTECARIOS

INVERSIONES DE CAPITAL

Escolta 155, Manila

Philippines Cold Stores

Wholesale and Retail Dealers
in American and Australian Re-
frigerated Produce.

STORES AND OFFICES
CALLE ECHAGUE, MANILA, P. I.



B. A. GREEN

REAL ESTATE

Improved and Unimproved City,
Suburban and Provincial
Properties

Expert valuation, appraisal and
reports on real estate

Telephone 507 34 Escolta
Cable Address: "BAG" Manila
Manila Philippine Islands

Derham Building Phone 22516
Manila P. O. Box 2103

Morton & Ericksen, Inc.

Surveyors
AMERICAN BUREAU OF SHIPPING

MARINE AND CARGO SURVEYORS
SWORN MEASURERS

Macleod & Company.

Manila Cebu Vigan Davao Iloilo

Exporters of
Hemp and Maguey

Agents for
International Harvester Co.
Agricultural Machinery

ROSENBERG'S GARAGE

TELEPHONE 209

ORIENTE HOTEL

Cool, Homelike, Convenient
Large Airy Rooms—Excellent
Meals

121 Real, W. C. Phone 653

DR. LOTHAR LISSNER

Graduate of German Universities, form-
erly physician at Municipal Hospital Ber-
lin, announces the opening of offices at

14-16 Pinpin, Manila, P. I.
TEL. 26-0-23

P. O. Box 1394 TELEPHONE 653

J. A. STIVER

ATTORNEY-AT-LAW
NOTARY PUBLIC
CERTIFIED PUBLIC ACCOUNTANT
INVESTMENTS COLLECTIONS
INCOME TAX
121 REAL INTRAMUROS MANILA, P. I.

HANSON & ORTH, Inc.

MANILA, P. I.

Buyers and Exporters of Hemp
and Other Fibers

612-513 Pacific Bldg. Tel. 22418

BRANCHES:

New York—London—Merida—Davao

8 HOUR BATTERY SERVICE

at

Caro Electrical Service

Automobile Electrical
Work our Specialty.

110 Padre Faura Phones 65 and 56944

Sanitary - Co venient - Sa sfactory!

FIVE EUROPEAN BARBERS

Special attention given the ladies
Shampoos, facial massage and hair cuts under
skilled management.

LA MARINA BARBER SHOP

117 Plaza Gotti Jose Cortino, Prop.

MADRIGAL & CO.

8 Muelle del Banco Nacional, Manila

COAL CONTRACTORS

and
COCONUT OIL MANUFACTURERS

MILL LOCATED AT CEBU

FOR LATEST STYLES IN GENTS' CLOTHING.
GO TO

MR. MANUEL VALENTIN

Formerly Chief Cutter for P. B. Florence & Co.
16 Years Experience on High Class Garments

244 Plaza Sta. Cruz Phone 26130 Manila



M. J. B.

The Quality Coffee
F. E. Zuellig, Inc.
Cebu, Manila, Iloilo

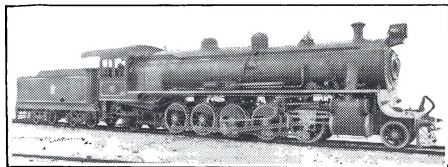
GALL'S GARAGE

Repairing, Painting, Upholstering, Body
Building, Electrical Work, etc. Cars stored
at reasonable rates

Phone 1912.

548 to 554 San Luis, Ermita.





REDUCED EXPRESS RATES

In Effect Since September 1, 1926

IMPORTANT CHANGES
IN THE NEW EXPRESS CLASSIFICATION MAKING
NEW RULES AND LOWER SCHEDULE OF RATES

General Reduction

ON

SMALL PACKAGES weighing less than 20 KILOS

AND

FOOD PRODUCTS

Printed copies of the new EXPRESS CLASSIFICATION are now available for Distribution. Anyone interested may secure a copy, upon application, from the

TRAFFIC MANAGER

Central Office, 943 Azcarraga

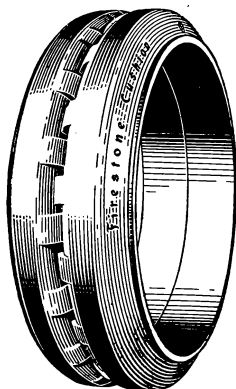
Manila, P. I.



Manila Railroad Company

*Heavy industrial hauling demands
a tire that will stand up,
miles without end!*

ROUGH provincial roads and heavy loads play havoc with truck tires. Because Firestone truck tires, pneumatics or solids, possess unusual strength to make possible "extra service," truck operators, transportation companies, sugar centrals and industrial concerns using fleets of trucks, are equipping with FIRESTONE truck tires. Firestone builds--



**A tire for every road, load or
condition of service**

Firestone

"Most Miles Per Peso"



*The Mark
of Quality*

Pacific Commercial Company

Cebu

Manila

Iloilo