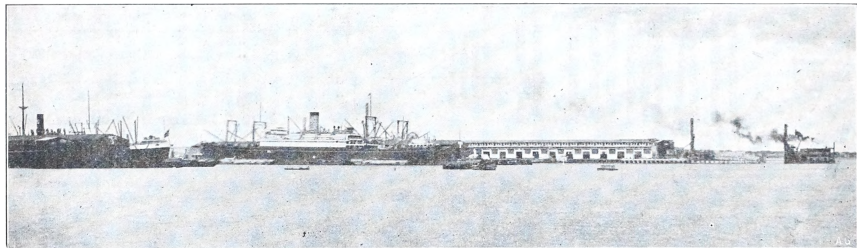




SHIPPING NOTES



SHIPPING REVIEW

By H. M. CAVENDER

General Agent, Dollar Steamship Line



Since our last report business has been more or less at a standstill. This does not hold true as regards freight and passenger traffic alone but seemingly likewise to internal Philippine business of most every kind. Upon the whole freight rates have been fairly well maintained even in the face of unusual small exportation, while passenger rates and travel remain steady.

It should not be out of place to say here that the past year has been described, as regards world wide shipping, as the worst

ever known in the shipping trade, and it is generally recognized that as regards 1926 conditions so far have not been of an encouraging nature.

On May 13 the Associated Steamship Lines announced the following corrections and additions in rates of freight from Philippine ports:

To the Pacific ports, animals, birds, fish, etc. alive, \$30.00 per 40 cubic feet; asphalt in bags \$5.50 per 2210 pounds; coconut oil in tins, cased, \$8.00 per 40 cubic feet. To Atlantic ports, asphalt in bags \$8.00 per 2210 pounds, coconut oil in tins, cased, \$12.00 per 40 cubic feet, furniture, rattan or bamboo, \$7.50 per 40 cubic feet; and on May 19, vegetable lards in tins, cased, to Pacific ports, \$8.00 per 40 cubic feet, to Atlantic ports \$12.00. The rate on centrifugal sugar to U. S. ports, which has been "open" during the past six months, remains steady at \$5.00 to Pacific ports with no stocks offering for shipment and at the ridiculous figure of \$6.50 generally quoted to Atlantic ports.

It is reported that even \$6.25 and \$6.00 space has been found in ships apparently

in need of weight cargo for ballasting purpose.

From a review of passenger traffic statistics we learn that during the year 1925 a total of 7221 Filipinos moved to Honolulu and 2100 to Pacific coast cities. It is interesting to compare the figures contained in those statistics to see that year to year—or better, month to month,—the movement to the Pacific coast is steadily on the increase. A comparison of the first four months of 1925 and 1926 follows:

	Honolulu		Pacific Coast	
	1925	1926	1925	1926
January	1285	156	88	162
February	701	300	118	217

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VIA HONGKONG - SHANGHAI - KOBE - YOKOHAMA

	Leaves Manila	Arrives Seattle
PRESIDENT MCKINLEY	June 18	July 11
PRESIDENT JEFFERSON	June 30	July 23
PRESIDENT GRANT	July 12	Aug. 4
PRESIDENT MADISON	July 24	Aug. 16
PRESIDENT JACKSON	Aug. 5	Aug. 28

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MANILA

March . . .	626	399	128	392
April . . .	529	435	339	721
	3111	1299	703	1522

From these figures we see an increase of over 100 per cent during the period of 1926 as compared with 1925 on those Filipino going to the United States, while laborers to Honolulu fall off during the same period, to where the movement is slightly more than 40 per cent of the previous period.

Following a squabble lasting some six or seven weeks, matters finally righted themselves and the United States Shipping Board with the Emergency Fleet Corporation concluded arrangements to deliver the five Board passenger liners operating between Manila and Seattle to the new owners, Admiral Oriental Line, Inc. The only announcement made regarding future operation is that delivery will be effected as each vessel arrives in Seattle, commencing with the *President Grant* June 7, scheduled to sail for Manila June 15 and arrive here July 9.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of April, 1926:

To China and Japan ports 17,094 tons with a total of 13 sailings, of which 5,897 tons were carried in American bottoms with 11 sailings; to Pacific coast for local delivery 22,564 tons with a total of 13 sailings, of which 17,163 tons were carried in American bottoms with 11 sailings; to Pacific coast, thence overland or inter-coastal, 1059 tons with a total of 10 sailings, of which 892 tons were carried in American bottoms with 8 sailings; to the Atlantic coast 50,599 tons with a total of 13 sailings, of which 21,718 tons were carried in American bottoms, with 6 sailings; to European

ports 9,726 tons with a total of 15 sailings, of which 204 tons were carried in American bottoms, with 3 sailings; to Australian ports 2,853 tons with a total of 5 sailings, none of which was carried in American bottoms; or a grand total of 103,896 tons with 99 sailings, of which American bottoms carried 48,784 tons with 39 sailings.

SHIPPING PERSONALS

Cupid surely has been active with his bow and arrow and accurate in his along shipping row. First on the list of Cupid's victims we find Mr. M. J. Thompson, passenger agent for the Dollar and Admiral Lines, who takes as a June bride Miss Alice Jones, June 11, next. Second on the list is Mr. E. J. Brockway, formerly assistant manager of the shipping department of Welch-Fairchild and Co., Ltd., and now connected with the passenger department of the Dollar Steamship Line. The engagement of Mr. Brockway to Miss Isla Kane was announced during the past week. No date for the wedding has been set as yet. Then we must not overlook Mr. F. Y. Smith, also of the Dollar organization, whose engagement was announced a few weeks ago, but Mr. Smith says the minister's work is about two years in the offing. Rumors are current that Mr. "T. B." Wilson and Mr. J. E. Gardner, Jr. have also been targets of Cupid's bow, but no casualties are reported.

Mr. Albert C. Dierick, assistant general manager of the Matson Navigation Company, accompanied by Mrs. Dierick, was a visitor in Manila May 13 and 14. Mr. Yates, oriental manager of the

Prince Line, was in Manila a few days the second part of May. Mr. Yates' headquarters are in Hongkong. The occasion of his visit was coupled with the maiden call at Manila of the Prince Line's new fast motor vessel *Malayan Prince*.

Mr. E. T. Beyer, Holo representative of the Dollar Steamship Line, was a visitor in Manila the last week in May.

FAMILIAR MANILA SHRINES

Manila has not a few notable shrines, among them the chapel at the *convento* of the Franciscan friars in the walled city, where, each Tuesday morning, large congregations worship the image of St. Anthony of Padua, who was the most celebrated of the followers of St. Francis of Assisi. St. Anthony would have been a missionary in North Africa, but his ship was wrecked on the Sicilian coast, so he journeyed to Italy and devoted his life to preaching the fundamentalism of the day. The chief part of his career as a preacher was at Padua, where he attained a remarkable reputation for the performance of miracles. He began as an Augustinian, in his 15th year, but his stern nature drew him into the Franciscan order at a more mature age. He opposed the *modernism* of the general Elias. Countless legends cling round his memory. It is said that even fishes sprang out of the water to listen to his sermons. He is the patron saint of Padua and Portugal. By appealing to him the devout are aided in recovering lost objects. His festival occurs on June 13, when it will be interesting to visit the Franciscan church. Pope Gregory IX canonized him in 1232, the year following his death in Padua.

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