

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

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

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

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

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

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

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

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

Captain Stanford Reporting on Dewey Drydock

Seven Sites Within the Bay Are Proposed

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

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

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

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

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

The Man Who Makes the Buttons For Manhattan Shirts

Headington, J. L., An Ohio Product



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

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

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

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

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

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

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