

Estimate For Finishing As Second Class Roads The Remain- ing Roads In Mindanao, The Completion of Which Shows (The Roads Are Listed Below In This Table)

Proj. No.	Province	Name of Roads	Length of Roads to be completed	
			Kilo-meters	Estimated Cost
1	Lanao	Lanao-Zamboanga Interprovincial Road. (Kolambugan-Tubod)	20	P 120,000.00
2	Occidental Misamis	Oroquieta-Dapitan Interprovincial Road. (Oroquieta-Zamboanga Boundary)	15	105,000.00
3	Zamboanga	Dapitan-Oroquieta Interprovincial Road. (Dapitan-Occidental Misamis Boundary)	15	90,000.00
4	Occidental Misamis	Pagadian-Misamis Interprovincial Road. (Tangub-Zamboanga Boundary)	16	55,000.00
5	Zamboanga	Pagadian-Misamis Interprovincial Road. (Pagadian-Occidental Misamis Boundary)	43	300,000.00
6	Oriental Misamis	Oriental Misamis-Agusan Interprovincial Road. (Gingooz-Agusan Boundary)	32	225,000.00
7	Lanao	Lanao-Zamboanga Interprovincial Road. (Tubod-Zamboanga Boundary)	31	180,000.00
8	Agusan	Agusan-Surigao Interprovincial Road. (Agusan-Surigao Boundary)	16	100,000.00
TOTAL			188	P 1,175,000.00

REMARKS

It will be noted in the above tabulation that if the allotments therein indicated are granted, as proposed, projects Nos. 1, 2, 3 and 4 can be completed and opened to traffic on or before the end of June 1938, or approximately one year from this date; while projects Nos. 5, 6, 7 and 8 can be completed by the end of June 1939, or about two (2) years from this date.

In the estimate shown in the 5th column we have already excluded the work that can be accomplished with the funds now on hand for each project.

EXPLANATORY NOTES FOR EACH PROJECT

Project No. 1. This project is a continuation of the completed second class section of the Lanao-Zamboanga Interprovincial Road now passable as far as Kolambugan. It is proposed to extend the road as far as the barrio of Tubod approximately 20 kilometers south of Kolambugan. At this point it is contemplated to establish an interprovincial motor ferry similar to the ferries on the Cotabato River, which will be able to carry one truck and two automobiles across to Tangub. The width at the proposed crossing is about 1-1/2 kilometers, where the sea is quiet throughout the year, and an open ferry can be operated just like in a river. This type of ferry can be designed and constructed locally at a cost of not more than P6,000.00.

It will be noted from the above tabulation that the completion of the road as far as Tubod, province of Lanao, will take place at the same time as the Oroquieta-Zamboanga boundary and the Dapitan-Occidental Misamis boundary roads, and if this type of ferry could be operated at this crossing, through traffic would run next year over these interprovincial roads clear from Manukan of northern Zamboanga to the rest of the provinces in Mindanao, with the exception of Surigao and Agusan, which will be completed in the year following. Furthermore, the construction of this ferry is considered indispensable even after the road around Pangil Bay is connected with Tangub, for the reason that the distance from Tubod to Tangub over the road is approximately 65 kilometers.

The completion of the road to Tubod in the course of one year will greatly facilitate the movement of homeseekers who are coming in large number to the Kapatagan Plain, province of Lanao. This plain has an extension of 45,000 hectares, and a survey party of the Bureau of Lands has been stationed at Lala to make subdivision surveys, and it is understood that over 4,000 lots have already been surveyed, of which 2,000 have been released to homeseekers. It would be noted that the majority of the homeseekers come from Cebu, Bohol and Oriental Negros.

Project No. 2. There remains to be opened only 15 kilometers of this road project in order to connect Oroquieta with the Zamboanga boundary. In spite of the lack of transportation facilities, the homeseekers from the Visayas have occupied practically all agricultural lands available on both sides of the road, and in order to help these people market their products, it is most important that this road be completed as soon as practicable.

Project No. 3. This project is the Zamboanga section of the Dapitan-Oroquieta interprovincial road, of which also 15 kilometers only remain to be opened. Attention is invited to the fact that this section crosses the Ilaya and Tolosa Valleys where thousands of hectares of agricultural lands suitable to the production of hemp, coconuts, lanzones, mangostan, citrus, cacao, coffee; and other fruit trees, corn and highland rice, are rapidly being occupied by homeseekers, also mostly from the Visayas. This road should be completed at the same time as the Occidental Misamis section of this interprovincial road.

Project No. 4. The Occidental Misamis section of this interprovincial road will be completed as second class with the funds on hand as far as Bolinsong, a barrio in the southern part of Tangub, leaving thereby 16 kilometers to construct as far as the Zamboanga boundary. Due to lack of transportation facilities, the flow of homeseekers through this route is slow and the occupation of the extensive agricultural areas in the districts of Cebuano Barracks, Tukuran, Labangan, and Pagadian is very much delayed due to the fact that im-

Remaining Connecting Links of Important Interprovincial Should Take Precedence Over Other Road Projects The Order of Their Importance)

Proposed Discretionary Gasoline and Automobile Fund Allotments								
Estimated Cost	2nd Quarter 1937	3rd Quarter 1937	4th Quarter 1937	1st Quarter 1938	2nd Quarter 1938	3rd Quarter 1938	4th Quarter 1938	1st Quarter 1939
000.00	P 30,000.00	P 30,000.00	P 30,000.00	P 30,000.00	-----	-----	-----	-----
000.00	30,000.00	30,000.00	25,000.00	20,000.00	-----	-----	-----	-----
000.00	25,000.00	25,000.00	20,000.00	20,000.00	-----	-----	-----	-----
000.00	10,000.00	10,000.00	15,000.00	20,000.00	-----	-----	-----	-----
000.00	15,000.00	15,000.00	15,000.00	15,000.00	P 60,000.00	P 60,000.00	P 55,000.00	P 65,000.00
000.00	15,000.00	15,000.00	15,000.00	15,000.00	30,000.00	35,000.00	40,000.00	60,000.00
000.00	15,000.00	15,000.00	15,000.00	15,000.00	40,000.00	40,000.00	40,000.00	-----
000.00	10,000.00	10,000.00	15,000.00	15,000.00	20,000.00	15,000.00	15,000.00	-----
000.00	P150,000.00	P150,000.00	P150,000.00	P150,000.00	P150,000.00	P150,000.00	P150,000.00	P125,000.00

migrants desiring to settle in said districts have to go first by interisland steamers to Cotabato, and from there by motor *Dalamas* to Labangan and Pagadian. The opening of this road will greatly facilitate the movement of the homeseekers.

Project No. 5. Approximately 27 kilometers of the Zamboanga section of this interprovincial road will be opened to traffic this year with the funds now available, leaving 43 kilometers yet to be constructed in order to connect with the Occidental Misamis boundary. This road traverses a plain containing an area of approximately 87,000 hectares which have been released as agricultural lands by the Bureau of Forestry. In spite of the great difficulties of transportation, over 6,000 Cebuanos have settled on the plateau now known as the Cebuano Barracks. A large Ilocano barrio has also been established in the lowlands of Labangan and Pagadian, and they are now producing two crops of rice for export every year. If this route can be completed in two years as proposed, great progress will be made by the new municipality of Pagadian which comprises the old municipal districts of Labangan, Takuran, Cebuano Barracks and Dinas. There are other extensive plains between Dinas and Margosatubig which can accommodate subsequent homeseekers, and their settlement will be greatly accelerated by the early opening of the Zamboanga-Occidental Misamis Interprovincial Road.

Project No. 6. The completion of the remaining 32 kilometers on the Oriental Misamis side of the Misamis-Agusan Interprovincial Road will connect the road system of Agusan with the road system of Oriental Misamis, and, consequently, with the other provinces of Mindanao, with the exception of the Zamboanga Peninsula. The remaining 4 kilometers on the Agusan side of this road will be completed with the funds now on hand. It should be stated in this connection that a number of immigrants to Mindanao come from the thickly populated island of Siquijor and the completion of this road will greatly facilitate their travel to any point where they may want to settle in this region.

Project No. 7. This project is a continuation of the Lanao-Zamboanga Interprovincial road, which starts from

the Barrio of Tubod, the terminal of Project No. 1 described above. The opening of this road will greatly facilitate the development of the 45,000 hectares of agricultural lands mentioned in said Project No. 1.

Project No. 8. The Surigao side of this project can be completed before the end of the year with the funds now on hand, and the remaining section of 16 kilometers on the Agusan side should be completed as quickly as possible in order to connect the road system of Surigao with that of Agusan, and, consequently, with the rest of Mindanao. This will eliminate the inconvenience of trips by launches across Lake Mainit between Surigao and Agusan.

GENERAL REMARKS

We, the undersigned, respectfully request approval of the foregoing program of road construction, and the financing of same from the discretionary portion of the Gasoline and Motor Vehicle Funds, which, if carried out as herein proposed, can be completed within two years at the latest. The early realization of this program will mean the prompt establishment of social, commercial and educational intercourse among all the provinces in the Island of Mindanao, which is sure to become an important factor for the rapid settlement and development of said Island. Furthermore, the road systems therein contemplated, when completed, will serve as an avenue of immigration for the excess population of the crowded provinces in the Ilocandia and Visayan Islands. Last, but not least, the prompt completion of said road system will contribute largely to the early improvement of peace and order in this region.

Very respectfully submitted,
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