



SHIPPING REVIEW
 By H. M. CAVENDER
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Since our last report the movement of cargo from the Philippines has increased somewhat in all directions, and compared with the corresponding period last year shows a slight gain. Exports to the Pacific Coast still continue in satisfactory volume, although there is now more than sufficient tonnage on the berth to handle all cargo offer-

ing to the Coast as well as to other points.

Several shippers have reported a weaker tone in the Japan hemp market and the Pacific coast lumber market. However, there have been so many forward contracts made that this weakness has not yet been felt in freight movements to those points.

There has been no change in rates of any particular consequence, freights remaining firm in all directions.

The sugar season came in about two weeks later this year than last, but milling is now in full swing and a considerable movement of sugar started during the latter part of November for usual North Atlantic U. S. ports. This movement will probably reach the peak point in February and March and every available ton of space will be filled until after that time. A preliminary survey indicates that the sugar crop for the season 1927-1928 will be almost the same, possibly just slightly larger than last season's crop. There will undoubtedly be a wild last minute scramble for North Atlantic space, in which the less fortunate ones will find themselves unable to move their sugar until the peak has passed. Pacific coast sugar has not yet started to move and it will probably be the second half of December before the first of this sugar is afloat.

Bulk oil shipments continue heavy to both the Pacific coast and the gulf, with tank space quite scarce.

Steerage traffic to the Hawaiian Islands continues heavy, with all available transportation taken up. Owing to the heavy demand for these accommodations, the Dollar Steamship Line and American Mail Line have increased their steerage capacities by 200 berths, making the total 750 berths per steamer. Steerage traffic on the Northern route has been light, but advance Spring bookings show a big increase during the months of March, April and May and steamers will be booked to capacity.

First class bookings for Spring sailings Trans-

Pacific continue very heavy, with European steamers already practically booked to capacity.

During November a total of 1565 passengers, all classes, are reported to have departed from the Philippines (first figure represents cabin passengers, second figure steerage): To China and Japan 223-340; to Honolulu 0-839; to Pacific coast 54-56; to Singapore 46-2; to Europe and miscellaneous ports 5-0. Filipino emigration during the month decreased slightly as did that to the Pacific Coast. The comparison shows: Honolulu, October 871—November 839; Pacific coast, October 82—November 56.

From statistics compiled by the Associated Steamship Lines there were exported from the Philippines during the month of October, 1927: To China and Japan ports 10,789 tons with 45 sailings, of which 5,364 tons were carried in American bottoms with 11 sailings; to Pacific coast for local delivery 25,105 tons with 13 sailings, of which 21,271 tons with 10 sailings were carried in American bottoms; to Pacific coast for transshipment 2,626 tons with 11 sailings, of which 2,325 tons were carried in American bottoms with 9 sailings; to Atlantic coast 24,041 tons with 13 sailings, of which 9,920 tons were carried in American bottoms with 4 sailings; to European ports 19,465 tons with 19 sailings, of which 161 tons with 2 sailings were carried in American bottoms; to Australian ports 1,423 tons with 5 sailings, of which American bottoms carried none; or a grand total of 83,449 tons with 106 sailings, of which American bottoms carried 39,041 tons with 36 sailings.

The Java-Pacific Line inaugurated a Trans-Pacific Service with the sailing of the S. S. *Bin-tang* from Manila on November 24 direct for San Francisco. The present plan is for the steamers to load in the Dutch East Indies, thence Manila, sailing from Manila direct to either San Francisco or Los Angeles, making the Trans-Pacific voyage in about 26 days. On the return, they will proceed from San Francisco or Los Angeles, depending on at which port they first call, to Hongkong, thence Singapore and Java. It is expected that some of the steamers will carry passengers, but the local agents have no details as yet, nor have they been advised as to the name of the next steamer. The present schedule calls for a sailing every two months.

SHIPPING PERSONALS

D. W. Murphy, of the Shanghai firm of surveyors, Eisler, Reeves and Murphy, arrived in Manila, November 30, aboard the American Mail Line steamer *President Madison* and departed four days later by the same liner. Mr. Murphy was on a combined pleasure and business trip.

"Cap" Paul Ericksen, of the firm of Surveyors Morton and Ericksen, together with his wife and small daughter, arrived in Manila, November 10, aboard the American Mail Line steamer *President Grant*.

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