



SHIPPING REVIEW

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In Philippine shipping the month of July was considered by owners as normal. Aside from one parcel of 5,000 tons centrifugal sugar, Trans-Pacific to the Pacific coast, there was nothing unusual in that trade. A slight falling off in the eastbound movement was noticeable, but this is the usual condition at this time of the year. The

westbound movement held up very well, imports to the Philippines showing no noticeable change either up or down. There was a decided drop in exports to the Atlantic seaboard, due entirely, however, to the light shipment of sugars, which, at this season of the year, can be expected. The milling season is completed in most sections during May; consequently, June, July, August, September and October are off-sugar-season months. The movement of other commodities in this trade remained about the same as for the month of June. The European trade was not quite as brisk as usual, although shipments of baled fibre remained at about the usual monthly figure of 50,000 bales. There were also several good-sized parcels of Philippine hardwood shipped during the month under review to the U. K. and the Continent. There was no noticeable change in the trade tonnage between the Philippines and other oriental countries during July. There continued the usual fibre and hardwood movement to Japan ports.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of June, 1929: To China and Japan ports, 13,594 tons with a total of 46 sailings, of which 2,137 tons were carried in American bottoms with 10 sailings; to the Pacific coast for local delivery 19,133 tons with a total of 13 sailings, of which 17,083 tons were carried in American bottoms with 10 sailings; to the Pacific coast for transshipment, 1,669 tons with a total of 10 sailings, of which 677 tons were carried in American bottoms with 7 sailings; to the Pacific coast for intercoastal 2,149 tons with a total of 7 sailings, all of which were carried in American bottoms; to the Atlantic coast 106,614 tons with a total of 26 sailings, of which 53,245 tons were carried in American bottoms with 10 sailings; to European ports 20,221 tons with a total of 23 sailings, of which 162 tons were carried in American bottoms with 4 sailings; to Australian ports, 954 tons with a total of 2 sailings, of which American bottoms carried none; a grand total of 164,334 tons with a total of 78 sailings, of which American bottoms carried 75,453 tons with 20 sailings.

Passenger traffic during the month of July increased very little over that of the previous month. (First figure represents first class, second figure steerage): To China and Japan 138-378; to Honolulu 3-457; to the Pacific coast 82-339; to Singapore and Straits Settlements 33-16; to Mediterranean ports 14-2.

The Bank Line recently announced having placed orders for two more motor ships for its Pacific trade. Construction will take place at Belfast. The Bank Line now has a total of ten ships under construction, six motor ships and four steamers. The general particulars are—425 feet in length, 57 feet in beam, 38 ft. 6 in. in depth, 9000 tons dead weight capacity, 26 ft. loaded draft and a trial speed of 14 knots.

The Matson Navigation Company of San Francisco, California, one of the oldest and best established American Shipping firms, has re-

cently inaugurated a new fast direct freight service from Los Angeles and San Francisco to Manila, Iloilo and Cebu and other Philippine ports as inducements offer, to be known as the *Manila Direct Line*.

The voyage from San Francisco to Manila will be made in twenty-three days, which is the fastest as well as the only direct communication between California and the Philippine Islands by American steamers.

Three 13-knot, 10,000 ton modern freighters, equipped with refrigerated space and deep tanks for the carriage of coconut oil in bulk, have been allocated to this service, beginning with the S.S. *Maliko* which sailed from San Francisco on July 12, arriving at Manila on August 5; to be followed by the S.S. *Mauawili* on August 9 and the S.S. *Mauualei* on September 6 and every twenty-eight days thereafter.

Returning homeward the above vessels, after loading at other Philippine ports, will sail from Manila for San Francisco via Honolulu at intervals of four weeks, beginning with the S.S. *Maliko* on August 24.

It is expected that steerage accommodations will be installed on these vessels in the near future and it is further anticipated that the Matson Navigation Company will inaugurate a direct passenger service to and from San Francisco and Manila, although no definite announcement has been made as yet.

The States Steamship Co. has been appointed General Agents in the Philippine Islands for the Matson Navigation Co.

A very important announcement during July came from the Dollar Steamship Line, San Francisco, when executives of that company informed the public that commencing with the liner *President Hayes* they inaugurate a new service between San Francisco and Los Angeles and the Philippines. This liner, it was stated, will sail from San Francisco September 3, call at Honolulu and arrive in Manila September 26 or 27, returning to San Francisco and Los Angeles, via Hongkong and Honolulu, sailing from Manila September 29.

It is proposed by the Dollar Steamship Line shortly to place their liner *President Monroe* also in this service and give an arrival and sailing at each port of call each four weeks and it will be noticed that the running time San Francisco to Manila will be 22 or 23 days actual steaming, dependent upon later announcement as to the arrival date at Manila. This will constitute the fastest service between the Pacific coast and the Philippines.

The *President Hayes* and *President Monroe* are sister ships, 522 feet in length, 68 feet beam, speed 14 knots, with a first class capacity of approximately 100 and 500 steerage passengers each. Each lifts 9000 measured tons of general cargo, in addition to 1000 measured tons of refrigerator cargo.

SHIPPING PERSONALS

F. M. Chalmers, manager, shipping department, W. F. Stevenson & Co., returned to Manila July 10 aboard the S.S. *Machaon*, after a six months' vacation spent in Europe.

Manila to New York via Suez and Europe

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