

# Archbishop of Manila

On May 19, 1571, Adelantado D. Miguel Lopez de Legaspi conquered and took possession of Manila in the name of His Majesty the King. On June 24 of the same year he built it into a City and Capital of the Philippine Islands, founding at the same time a parochial church which seven years afterwards, in 1578, was raised to the Dignity of Cathedral by the Brief of Pope Gregory XIII at the instance of His Majesty King Philip II.

In September of 1581 its first bishop came to the Islands, the Very Illustrious Father Domingo de Salazar of the order of Preachers, and on December 21 of the same year he solemnly built the Parochial Church of Manila into an auxiliary Cathedral of Mexico, dedicated to the Immaculate of the Holy Virgin; conferred benefices and offices, and made constitutions for the administration of his Church.

In 1591 Bishop Salazar went to Spain in order to take up with the Court some important business pertaining to his new Diocese, and promote its division which was obtained by King Philip II from his Holiness Pope Clement VIII by the Brief of August 14, 1595 establishing the Archbishop See of the Philippine Islands, and creating three auxiliary dioceses which are those of Nueva Segovia, Nueva Cáceres and Cebú, subsequently dividing the last one in two; that of Jaro was established by the Brief of his Holiness Pius IX on May 27, 1865. His Majesty presented as Archbishop the same Most Illustrious Salazar who died in Madrid before the papal bull was sent to him.

Afterwards, as first Archbishop was presented the Most Illustrious Father Ignacio de Santibañez, of the order of St. Francis, who was consecrated in the year 1596, and took possession of his Archbishopric on May 28, 1598; and immediately established this Diocese as See and as its auxiliaries the three above mentioned of Nueva Segovia, Nueva Cáceres and Cebú in virtue of the said Brief of Clement VIII.

In establishing the Cathedral of Manila the Most Illustrious Salazar appointed for his service 27 benefices divided into five offices, ten canons, six prebends and six half-prebends, besides six chaplains, six acolytes or assistants, principal sexton, organist, verger and beadle. Though, according to regulations, the benefices should have been 27, this number was never completed, as it could not be permitted by the condition of the Treasury. Since the beginning, the five offices were created by degrees, four canons, two prebends and two half-prebends; and some years afterwards a canon was abolished, reducing the number of prebends to twelve until the year 1854 when, by Royal Order of August 18 of the previous year, there were added two canons, two prebends and two half-prebends. By the sixth article of the Royal

decree of October 8, 1872 the abolition of six prebends was ordered. While they were being vacated and by another Royal decree of February 23, 1875, the former decree was abolished, ordering the reinstatement of the same prebends, and on the 26th of the same month and year reestablishing the only two which became vacant, so that at this time the See counts with eighteen prebends.

**PALACE OF THE ARCHBISHOP**—Opposite the southern corner of the Palace of the Governor on Arzobispo Street is found the palace which names the street. It is a building of some 3,000 square varas, good and comfortable for the home of the Archbishop, his secretary and attendants,—although of poor appearance, still identified from the outside that it has been formed from two houses, one higher than the other,—an imperfection which is perpetuated outside and defaces its aspect, in spite of the fact that it is not noticed inside. The part that looks toward the sea is cool and restful, usually preferred by the Archbishops for their quarters. On the mezzanine are the offices of the secretary and provisor, some to the right and others to the left. On the upper part is a chapel for the celebration of the sacrament of ordination and other spiritual exercises, and very good assembly rooms.

(Diccionario Geográfico-Estadístico-Histórico de las Islas Filipinas por Buzeta y Bravo, vol. 2, folio 222.)

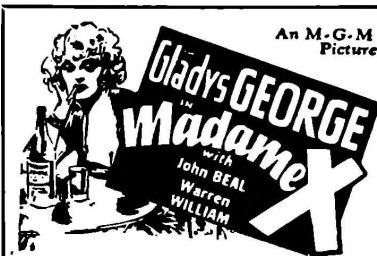
## Vagabond Vacationing

[The JOURNAL herewith reprints an excellent article by Larry Nixon appearing in the "READERS' DIGEST" for October, extolling the virtues of travel by freighter. To those who have never traveled this way, the article will open new possibilities in enjoyment.—Ed.]

Voyaging down to Rio and the far ports of the world has become almost as cheap these days as staying at home. You can tour the globe for \$4 a day and the ship

An M-G-M Picture

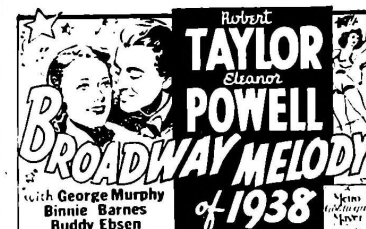
**Gladys GEORGE**  
in **Madame X**  
with John BEAL, Warren WILLIAM



**IDEAL**  
THEATRE OF STARS, BIRMGHAM

WATCH FOR OPENING DATES  
OF THESE COMING HITS!

Robert TAYLOR  
Eleanor POWELL  
in **BROADWAY MELODY**  
of 1938  
with George Murphy, Bennie Barnes, Buddy Ebsen



**JEANETTE MACDONALD**  
in **The Firefly**  
with ALLAN JONES • WARREN WILLIAM  
SILLY GILBERT • DOUGLAS DUMBRILLE

A ROBERT Z. LEONARD Production  
Metro-Goldwyn-Mayer PICTURE



**Joan CRAWFORD** in **THE BRIDE WORE RED**  
Franchot TONE • Robert YOUNG  
Billie BURKE • Reginald OWEN  
A Metro-Goldwyn-Mayer PICTURE





is practically your private yacht. Every day from American shores some freighter sails for romantic-sounding places bearing vacationers who in increasing numbers are discovering the pleasures of tramp trips, in fast clean vessels that go everywhere—Samarang, Sumatra, Singapore, Jaffa, Beirut. Twice a month one line alone sends a boat on a cruise of the world.

Once, only friends of the owners were permitted to travel on freighters, but now practically every cargo carrier can take care of a few passengers. You may be one of the three customers aboard the Norwegian motor vessel *Bronxville*, Boston to Manila; or one of the dozen aboard the *West Mahwah*, Oregon to Brazil—but whatever the ship you're on, it's *your* ship; you belong. As a paying guest, you travel with the officers, eat in the officers' dining saloon, lounge in their smoking room, walk and talk with them on deck. You are welcome in the engine room; and if you are aboard a world-cruising British boat, you can sit in the navigation school with the cadets who are studying to be officers.

Your outside stateroom was built without worry about space and is likely to be larger than one you would get on a transatlantic liner. Many have beds instead of bunks, and windows instead of portholes. The deck space set aside for recreation is more than sufficient, and the captain often provides a canvas swimming pool over one of the cargo hatches. Under the bridge there's a spot to sling a hammock—sleeping outdoors in the tropics is a real experience.

Most of the pests of ocean travel are missing. Invalids and infants, and the talkative aged, stay home, because there's rarely a doctor on-board. (But the captain has his medicine chest, and the wireless is available for emergency advice.) Your fellow-passengers are likely to be interesting people with leisure—writers, college professors, wives and daughters of plantation owners, perhaps an aviation mechanic accompanying planes to foreign lands.

Foreign freighters are truly foreign. On a Dutch boat you'll get Dutch food; on a Japanese ship you'll find the Japanese meals far superior to the chef's idea of Amer-

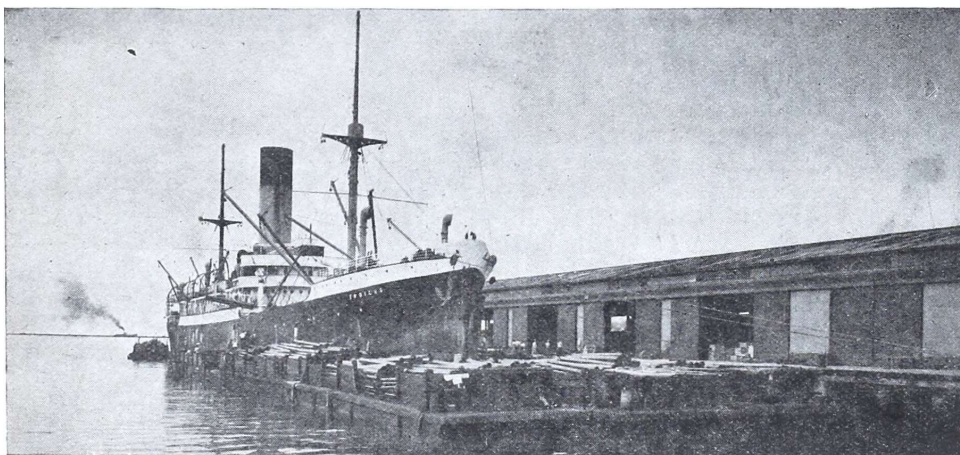
ican cooking—and, in either case, it will be better than you could get at a resort hotel for the same cost. It's easy to learn a new language when it is the common medium of speech of those around you for 30 or 40 days.

Freighter passengers make shore excursions at harbors not listed in the family atlas. Few people land on the Ivory Coast and the Gold Coast, but on the S.S. *Zarembo* you're truly vagabonding and may find yourself, "If cargo offers," at Bata or Rio Benito or some other port you never expected to see. On shore, you come to town sans ceremony—no screaming guides, no frantic rush to cover a fixed itinerary. You can enjoy a leisurely visit accompanied by the officers off duty or the family of the local agent of the line. There'll be no flood of cruise trippers to send shop prices skyrocketing. Merchants know that the ship will be back and don't try to gyp the officers.

You can book your trip—for six days or six months, at from three to four dollars a day through a travel agent or one of the three or four specialist bureaus: Tramp Trips or Vagabond Voyages in New York, Freight Boat Travel Service in Los Angeles, or General Steamship Company in several Pacific Coast cities. Viking voyages, a New York travel agency, lists 78 different freighter services out of New York harbor, all carrying passengers. Twenty routes are available from New Orleans, and there's even one from Milwaukee!

Or you may work out your own trip without benefit of agent. Watch the snipping lists in the port city newspapers, and make arrangements with the line's agent to inspect the vessel of your choice when she's in port. You'll meet the officers and probably have tea or cocktails or even a meal on board with them. The odds are you'll meet some ex-passengers, for they are a loyal crew and never a freighter makes port but the officers invite their friends down for a visit. Inspect the accommodations, talk to the steward, look at other ships if you can resist the tales her officers and friends tell of this one.

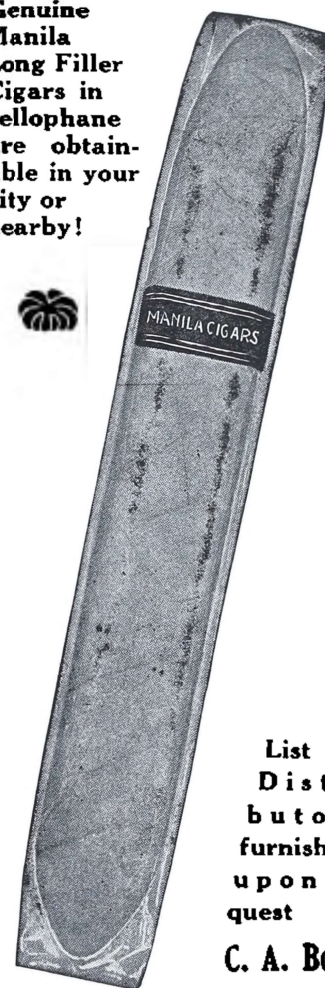
Eventually you'll find *your* ship—and you're off on a journey that offers all the joy of exploration and all the informality of a country vacation.



This honest merchantman and others like it will take you anywhere with a King's comfort and a troubador's freedom.

## Here's how to get Manila's!

Genuine Manila Long Filler Cigars in cellophane are obtainable in your city or nearby!



List of Distributors furnished upon request to—  
**C. A. Bond**

Philippine Tobacco Agent:

15 Williams Street, New York City

Collector of Internal Revenue  
Manila, P. I.

## MANILAS

made under sanitary conditions will satisfy your taste!

(Health Bulletin No. 28) Rules and Regulations for the Sanitary Control of the Factories of Tobacco Products.

"Section 15. Insanitary Acts.—No person engaged in the handling, preparation, processing, manufacture, or packing of tobacco product or supervising such employment, shall perform, cause, permit, or suffer to be permitted, any insanitary act during such employment, nor shall any such person touch or contaminate any tobacco products with filthy hands or permit the same to be brought into contact with the tongue or lips, or use saliva, impure water, or other unwholesome substances as a moistening agent;..."