

## Inter-Island Shipping

By G. F. VANDER HOOFT

Manager, Everett Steamship Corporation

**D**URING the month of July inter-island vessels have moved considerably less freight and passengers than during earlier months of the year. This slump in business is not unusual at this time of the year, and is brought about by the rains and by the passing of the school-opening season. It was further aggravated in the case of freight by advance shipments of commodities made during previous months, prior to the passage of legislation which increased taxes.

This situation very much affects some operators who, with present high costs of operations, find that vessel revenues do not cover expenses. As a result of this condition, some of the operators keep changing the routes of their vessels in a desperate effort to seek more revenue. Some turn over the operation of their ships to other parties, sometimes with little regard for their financial standing or business experience, while still other operators tie up their ships. Competition is very keen, and the granting of rebates and special concessions has been noticed.

Most of the inter-island operators are members of the Philippine Shipowners Association which strives to maintain fair trade practices. If one carrier allows rebates or discounts, the shippers soon begin clamoring for similar treatment from all the others.

The Association recently held a meeting to discuss such unfair practices, and have scheduled further meetings in order to find a solution to this particular problem. It is hoped that the Shipowners Association will find a method which will enable them to maintain fair and reasonable rates and eliminate deliberate unbusinesslike tactics.

## Air Transportation

By V. A. BRUSSOLO

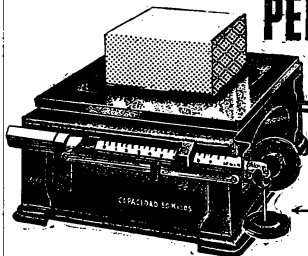
Vice-President, Philippine Air Lines

**S**OME activities of the Civil Aeronautics Board during the past several weeks are worthy of note. Among these are the following: (1) An application of the South Eastern Airways for an air commerce permit and letter of authority for a Rome-Manila and Manila-Australia flight, was endorsed to the Civil Aeronautics Administration for study and recommendation. This airline is owned by Mr. Martin Tinio. (2) A request of the Philippine Airlines for a flagstop at San Andres, Tayabas, of Flight 111, 112, and 144 was approved. It was explained that these stops are for the purpose of loading and unloading cargoes and materials for the Philippine Oil Development Company. (3) A request of the Commercial Airlines to sell two of their C-64's to the Philippine Air Force was approved.

At one of the executive sessions of the Civil Aeronautics Board, the request of the Legation of the Republic of China for an increase in the exchange of flights by the Chinese and the Philippine commercial aircraft between the two countries, was held in abeyance because of the fact that there is a protest against the practice of the Chinese air carriers of operating from Amoy direct to Manila, — a privilege which is not granted to Philippine carriers.

At the CAB meeting held July 17, the application of the FEATI Institute of Technology for an air commerce permit and letter of authority to "operate air service in furtherance of business," was opposed by the Philippine Airlines in view of the fact that the purpose of the application—"in the furtherance of business"—which includes flights for sight-seeing, photography, crops-dusting, etc.,

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is in violation of the provisions of PAL'S contract with FEATI. CAB referred the matter to the CAA for further study and recommendation.

Air transportation may be instituted some day between the Philippines and Norway. This hope was expressed by Minister Nicolai Aall, envoy extraordinary and minister plenipotentiary of Norway to the Philippines, during the presentation of his credentials to President Quirino. He said (among other things):

"Friendly intercourse, commerce, and shipping have during many years past bound together our two countries, both governed by the same democratic ideals. For years we both fought the same enemy for liberty and for freedom of mankind. In fact, nothing has ever divided us except the factor of distance. But even this obstacle is now being overcome by modern air transportation,—so effectively proved by the pioneer services undertaken by your Republic."

If the activities of the CAA's Office of Aviation Education are any indication of the people's interest in aviation, then the future of the nation in air commerce is assured. According to Mr. P. C. Morante, head of the aviation education office, school teachers all over the archipelago are swamping his office with requests for air age education materials and for instructional teaching aids. Aviation education is one cultural program which is now beginning to be undertaken by Philippine schools. The ultimate aim is not only to develop civil aviation in the Philippines but to make our nation air-faring. Fast trade and commerce need the highways of the sky, and the topography of the Islands demands that this mode of transportation be fully developed. Director Esteban R. Abada, of the Bureau of Public Schools, and Director Manuel L. Carreon, of the Office of Private Education, are cooperating with Mr. Morante in carrying out the project of aviation education in all our schools. Up to this writing, approximately 250,000 brochures on aviation

education have been issued by the CAA office of aviation education to teachers, superintendents, educational directors, and others in the teaching profession all over the Philippines. An educational body on aviation education has already been created by the Director of Public Schools under the chairmanship of Superintendent Venancio Trinidad of the Manila City Schools. This committee will find ways and means of infusing aviation matters into the course of study in Philippine schools at all grade levels.

## Land Transportation (Bus Lines)

By L. G. JAMES

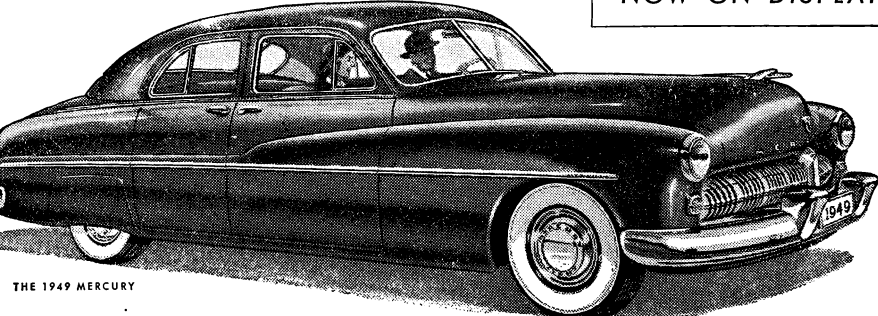
Vice-President and Manager, A. L. Ammen Transportation Co., Inc.

EXCESSIVE competition and the bad weather which prevailed in Luzon during the months of June and July have been responsible for an appreciable falling off in the revenues of all bus transportation companies operating in various areas of the Island. A number of small operators have either suspended their business or effected drastic curtailments.

This is a possible procedure for the operator whose fleet consists of anywhere from 1 to 10 or 15 buses and who makes no pretense of maintaining authorized schedules or of confining his operations to approved lines. He has practically no fixed overhead expense and it costs him little to "deadline" a portion of his fleet when decreased revenue makes it unprofitable to operate his schedules and lines

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