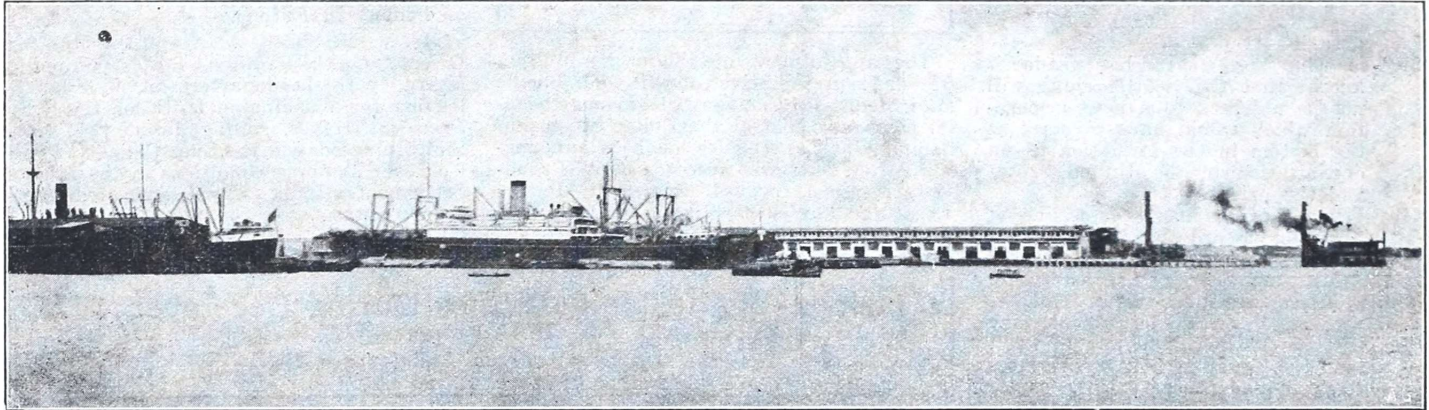




# SHIPPING NOTES



### SHIPPING REVIEW

By H. M. CAVENDER

General Agent, Dollar Steamship Line

Upon the whole the condition of the freight market is a shade less gloomy. While there appears to be ample tonnage available for all cargo offering from Philippine ports, still carriers are lifting larger cargoes. But generally speaking, in that sugar at this time of the year represents the largest single commodity moving, freight rates are not particularly attractive. Sugar to Atlantic S. S. ports now brings only \$7.00 and as low as \$6.75, except where moving against seasonal contracts at higher rates. This does



not compare favorably with a minimum rate of \$8.00 received for sugar last season. On the other hand sugar to the Pacific coast is bringing \$5.00 while last season it moved as low as \$4.50.

Mindful of the fact that the real issue is the maintainance of a fast and frequent American passenger service from Seattle to Manila rather than who operates it, Seattle business men have been rallying to the support of the Admiral Oriental Line, seeking at least to postpone the threatened transfer of the ships of the American Oriental Mail Line to other interests.


The Shipping Board recently adopted a resolution instructing Elmer S. Crowley, president of the Fleet Corporation, to make an investigation with a view of obtaining another managing operator for the five combination passenger and freight liners now plying from Seattle to ports in the orient. It is understood that the board gave the Admiral Oriental Line sixty days in which to purchase the ships. If a bid, acceptable to the board, was not submitted by that time, according to dispatches from Washington, D. C., the fleet would be taken

away from the Admiral Oriental Line and allocated to other interests. R. Stanley Dollar and associates, less than a year ago purchased the passenger liners of the Shipping Board, plying from San Francisco to ports in the Orient, and are not in a financial position, it is understood, to acquire the Seattle fleet at this time. While several bids were made for the liners by R. Stanley Dollar, none was acceptable to the Board.

The sixty day period has just closed with no further action by the Board.

The highlights of a controversy which is attracting attention all over the country and which threatens to result in Seattle losing its only American steamship line to the orient have been summed up as follows:

1. The Shipping Board was determined



## MANILA SEATTLE

VIA HONGKONG - SHANGHAI - KOBE - YOKOHAMA

	Leaves Manila	Arrives Seattle
PRESIDENT MADISON	Jan. 25	Feb. 16
PRESIDENT JACKSON	Feb. 6	Feb. 28
PRESIDENT MCKINLEY	Feb. 18	Mar. 12
PRESIDENT JEFFERSON	Mar. 2	Mar. 24
PRESIDENT GRANT	Mar. 14	April 5

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#### NORTH AMERICAN LINE

##### HONGKONG TO SAN FRANCISCO

STEAMER	Leave Hongkong	Leave Shanghai	Arrive San Fran- cisco
"Tenyo Maru"	Jan. 11	Jan. 14	Feb. 5
"Korea Maru"	Jan. 24	Jan. 28	Feb. 19
"Shinyo Maru"	Feb. 9	Feb. 14	Mar. 8
"Siberia Maru"	Feb. 20	Feb. 24	Mar. 18

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#### SOUTH AMERICAN LINE

STEAMER	Leave Hongkong	Leave Yokohama	Arrive Val- paraiso
"Rokuyo Maru"	Jan. 20	Feb. 3	April 4
"Ginyo Maru"	Mar. 3	Mar. 17	May. 16

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- to sell the American Oriental Mail Line in sixty days to anyone who would take the ships over for operation under the American flag.
2. The Admiral Oriental Line without the aid of Seattle capital or at least financial assistance outside of its own corporation, is unable to buy the ships either within sixty days or a longer period.
  3. The Shipping Board has made it known that the Seattle ships will not be assigned to a new corporation which would have to start at the bottom in the formation of an organization in the United States and the orient.
  4. Portland's dream has been a line of Shipping Board passenger liners such as the "535s" plying out of Seattle and some of the leaders in Seattle's commerce fear that the outcome of the whole squabble may be that this port will lose to Portland the big ships now plying from Puget Sound to the orient.
  5. The names of Frank Waterhouse, former president of the Seattle Chamber of Commerce, and George F. Thorndyke, both of whom formerly operated Shipping Board freighters in the transpacific trade out of Seattle, have been mentioned in connection with the threat of the Board to take the American Oriental Mail Line away from the Admiral Oriental Line, the present managing operator.

And here the situation seems to stand today, without change in operation, managing operator or ownership. Just what the future has in store for the American Oriental Mail Line is most difficult to pre-

dict, but whatever takes place, Seattle interests seem to have entrenched themselves for a continuation of a fast mail line to Manila and Oriental Ports.

the Pacific Mail he last served as agent at Manila.

Mr. J. F. Thomkins, manager of the shipping department of Macleod & Co., returned to his post recently after an absence from the Philippines of about seven months, on holiday in Europe.

Mr. V. M. Smith, Assistant Director for Orient of the United States Shipping Board, with headquarters at Manila, is leaving for Washington D. C., on the S. S. President Hayes, sailing January 8. Mr. Smith proceeds via the Suez Canal and will look over shipping conditions in the Straits Settlements, India, Egypt and Mediterranean countries.

**SHIPPING PERSONALS**

The appointment of Edgar M. Wilson, former representative of the old Pacific Mail Steamship Company at various Oriental ports, as agent of the Dollar Steamship Company at Los Angeles has been announced. Mr. Wilson, who succeeds R. W. Proudfoot, resigned, is well known in Pacific Coast and Far East shipping circles. With

**Business of the United States During December, 1925**

O. M. BUTLER  
American Trade Commissioner



Commerce at Washington.

The holiday trade in the United States was reported as excellent and the cold weather during December stimulated the dry goods trade particularly according to the monthly radiogram just received by this office from the Bureau of Foreign and Domestic

The widespread distribution that has characterized the latter half of the year was maintained during the month and reports from all sections of the country indicate that throughout the United States it is anticipated that the present sound business conditions will continue. Commodity prices generally were firm and the employment indexes are satisfactory. The anthracite coal strikes is still unsettled but arbitration for the purpose of fixing a new wage scale is being debated.

The number of and total liabilities involved in business failure during November was greater than during October but the total for the first eleven months of

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YOKOHAMA and HONOLULU

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PRESIDENT PIERCE - - Feb. 10th

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PRESIDENT POLK - - - - Jan. 22nd  
PRESIDENT ADAMS - - - - Feb. 5th

Stopovers will be granted which permit the making of  
interesting side trips at various points.