



### SHIPPING REVIEW

BY H. M. CAVENDER

General Agent, The Robert Dollar Company



September, in the Philippines, saw a general decrease in exports, as well as imports. Owners felt this even more than usual due to increased competition, with added new, fast express liners in the service. Unlike the early six months of the year, increased space is not taken up by shippers, simply for the reason that the cargo

is not available. During the period when sugar exports are going strong, extra tonnage is quite readily absorbed in the Philippine market. The exports moving over the U. K. and Continental route can be termed as slow. This was particularly the case with hemp. Copra and copra cake were fair and lumber steady. It is rather difficult to predict the movement of the principal commodities during October, but it is generally believed by owners that the markets will strengthen, resulting in increased cargo. Exports to the Pacific and Atlantic Coasts were very slow. This was somewhat anticipated, but was felt more than expected by owners, due to, as earlier mentioned, increased tonnage on the berth. Owners do not hold out on these routes for October, as the sugar season, the principal commodity, does not open until November. The movements to Straits Settlements, China and Japan remained about normal. No trade route from the Philippines, during the month under review, saw any unusual movement of a particular commodity.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of August, to China and Japan ports 14,602 tons, with a total of 57 sailings, of which 2665 tons were carried in American bottoms with 11 sailings; to Pacific coast for local delivery 13,109 tons, with a total of 12 sailings, of which 11,735 tons were carried in American bottoms with 11 sailings; to Pacific coast for overland delivery 559 tons, with a total of 10 sailings, of which 330 tons were carried in American bottoms with 6 sailings; to Pacific Coast for intercoastal 2964 tons with a total of 11 sailings, of which 2655 tons were carried in American bottoms with 9 sailings; to Atlantic coast 44,480 tons with a total of sailings, of which 23,767 tons were carried in American bottoms with 5 sailings; to European ports 23,222 tons with a total of 22 sailings, of which 181 tons were carried in American bottoms with 2 sailings; to Australian ports 1419 tons with a total of 3 sailings, of which American bottoms carried none; a grand total of 100,355 tons, with a total of 77 sailings, of which American bottoms carried 41,742 tons with 16 sailings.

Trans-Pacific passenger business, first class, continues steady and a steady increase is anticipated for the next few months. Steerage traffic is still seriously handicapped by United States quarantine regulations, which require that vessels be berthed to 25% of the licensed berthing capacity only. This condition will exist until these regulations are modified or lifted. Just when this will happen, is a matter of speculation and, so far is now known, they will continue to be in effect indefinitely.

First class passenger business from Manila to Europe and New York via Suez is steadily increasing and it is anticipated will continue to increase for the next few months.

The following figures show passenger traffic moving during the month of September: (first figure first-class, second figure steerage) To China and Japan 159-183, To Honolulu 15-432, To

Pacific Coast 66-159, To Singapore and Straits Settlements 13-0. To New York via Suez 3-0.

### SHIPPING PERSONALS

R. Stanley Dollar, Senior Vice-President of The Robert Dollar Co., accompanied by Mrs. Dollar, daughter Diana and son R. Stanley, Jr., arrived in Manila, September 24, aboard the s. s. *President Polk* and sailed by the same steamer midnight, September 25. Mr. Dollar and family are on a tour around the world in the interests of the company.

T. J. Cokely, oriental manager for the Robert Dollar Co., with headquarters in Shanghai, accompanied Mr. R. Stanley Dollar as far as Manila. Mrs. Cokely also accompanied Mr. Cokely. Mr. and Mrs. Cokely left Manila, September 30, aboard the s. s. *President Hayes* for Hongkong, stopping over there for a few days, and returning to Shanghai by a later steamer.

L. E. Nantz, formerly connected with L. Everett, Inc., has resigned from that firm September 1, 1929, has taken up duties with the automotive section of the Pacific Commercial Co., Manila.

W. J. Wilson, oriental engineer for The Robert Dollar Co., arrived in Manila, September 24, aboard the s. s. *President Polk* and left September 30, aboard the s. s. *President Hayes* for Hongkong, later returning to Shanghai, his headquarters. Mr. Wilson was in Manila on business for his company.

Captain James Tasker, formerly master of the s. s. *Robert Dollar*, arrived in Manila, September 26, aboard the s. s. *President Jefferson* to take up duties in the operating department of The Robert Dollar Co., Manila.

Mr. Van Nieuwenhuysse, general agent for the Eastern and Philippines Shipping Agencies, Ltd., left Manila, September 28, aboard the s. s. *Margaret Dollar* for Davao and other Southern Philippine ports and will be absent from Manila several weeks.

Ralph Johnson, assistant director for the Orient, United States Shipping Board, with headquarters in Manila, returned to Manila, September 26, aboard the s. s. *President Jefferson* after several months absence in China and Japan.

H. M. Cavender, general agent, The Robert Dollar Co., Manila, left Manila, September 20, aboard the s. s. *President McKinley* for Hongkong, where he met Mr. R. Stanley Dollar and party and returned to Manila with the party, September 24, aboard the s. s. *President Polk*.

W. J. McGough, representative of Isbrandtsen, Moller & Co., New York, recently left that city on a tour of the Orient and is expected to visit Manila shortly.

H. F. Gourlie, formerly shipping manager of Smith, Bell & Co., Ltd., Cebu, has joined the shipping department of Macondray & Co., Manila.

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**RAIL COMMODITY MOVEMENTS**

By **L. ARCADIO**  
Acting Traffic Manager, Manila  
Railroad Company.

As usual we give below the commodities received in Manila, August 26, 1929, to September 25, 1929, both inclusive, via Manila Railroad:

	1929	
	August	September
Rice, cavans .....	131,562	134,312
Sugar, piculs .....	1,344	2,856
Tobacco, bales .....	34,140	32,160
Copra, piculs .....	291,500	240,350
Coconuts .....	870,100	1,709,400
Lumber, B. F. ....	12,420	866,700
Desiccated coconuts, cases .....	19,926	20,828

If the weekly carloading statistic is in your opinion a good material for your readers we will continue to furnish such figures.

Rotarians' plans for attracting travelers to Manila in accordance with Governor Davis's desires expressed to the Manila club of that world organization, go forward encouragingly under the leadership of the committee and President C. W. Franks. Stanley and Mrs. Dollar were fortunately in Manila recently and Mr. Dollar had the opportunity of personally endorsing the movement. Stimulation of travel to Manila should come from the steamships on the direct route between Manila and San Francisco. The Dollars have allocated some vessels to this new route, and other ships may be attracted to it.

Miss Lucile Howell occupies a travel-bureau desk at the Manila hotel. This is a happy selection. Miss Howell will, among other things, furnish information on interesting places to go in Manila and the provinces.

Senator Osmeña has long been urging his countrymen to travel abroad more, and did so again at more length than usual in his recent Columbian-club talk. On the same occasion he told of many ways in which the islands may be made a pleasant place for sojourners; his mere mention of his ideas publicly is an assurance that he plans helping in an official way, but no news has come from the legislature as yet as to providing provincial hotels. They are essential to the best results.

**FREIGHT CAR LOADINGS**

COMMODITIES	NUMBER OF FREIGHT CARS		FREIGHT TONNAGE		INCREASE OR DECREASE	
	1929	1928	1929	1928	Cars	Tonnage
Rice .....	809	813	10,675	10,787	4	112
Palay .....	126	184	1,802	2,437	58	635
Sugar .....	24	5	323	38	19	285
Copra .....	955	1,146	8,758	10,335	191	1,577
Coconuts .....	227	323	2,520	3,901	96	1,381
Hemp .....	7	2	39	10	5	29
Tobacco .....	40	62	416	441	22	25
Livestock .....	76	101	378	509	25	131
Mineral Products .....	342	464	3,354	4,885	122	1,531
Lumber and Timber .....	145	202	3,248	4,351	57	1,103
Other Forest Products .....	5	7	50	49	2	1
Manufactures .....	306	394	4,654	5,851	88	1,197
All others including LCL .....	3,133	3,725	23,091	29,314	592	6,223
<b>TOTAL .....</b>	<b>6,195</b>	<b>7,428</b>	<b>59,308</b>	<b>72,908</b>	<b>1,233</b>	<b>13,600</b>

**SUMMARY**

Week ending Saturday Sept. 7.	1,313	1,916	12,810	18,687	603	5,877
Week ending Saturday Sept. 14.	1,701	1,870	16,526	18,408	169	1,882
Week ending Saturday Sept. 21.	1,469	1,813	13,532	17,842	344	4,310
Week ending Saturday Sept. 28.	1,712	1,829	16,440	17,971	117	1,531
<b>TOTAL .....</b>	<b>6,195</b>	<b>7,428</b>	<b>59,308</b>	<b>72,908</b>	<b>1,233</b>	<b>13,600</b>

The decrease in number of cars and tonnage on almost all commodities may be attributed to the interruption of our main lines and branches caused by the typhoon of Sept. 2 which prevented the movement of most of our trains during the greater part of the month.

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