

C'EST LA GUERRE!

America's naval standard is supposed to be on an equality with Great Britain's, and forty per cent stronger than Japan's. The facts as they stand to-day are that all of England's capital ships can outshoot and outspeed America's eight deficient battleships.

By 1928 Great Britain will have fifty-seven fast cruisers, Japan twenty-eight, and the United States only twenty-two. Evidently, under the Arms Limitation Agreement to preserve peace, and overlooking the part played by secondary warships, the United States has slipped way behind in her ratio. Congress has just passed an appropriation of one hundred million dollars for the construction of ten light cruisers in an effort to maintain our footing on the seas.

Instead of facing the hard facts of world politics and the continuous fight for empire, Americans persist in comparing the size of their fleets with those of Japan, pointing to Japan's building programme as a reason why their own navy should be strengthened. In fact, Japan has been more than once accused of violating the Washington Agreement by secretly making up her deficiency in capital ships by an increase in secondary armaments. Let us look at the other side of the question.

Add to the British naval quota the present and future Australian tonnage, every ship placed in commission by the Indian Government, throw in the fortifications at Singapore, the huge Jamshedpur Steel Works,—the key of British Imperial defense in Asia,—and Americans will begin to realize that if Japan is not to be eliminated as a first-class Power and her influence in Asia undermined her Government must make every sacrifice to maintain in a high state of preparedness and efficiency the full

What did he have in his left hand? They were the clothes of the unfortunate Martini, she had worn at the time of her disappearance. All that Kibol could tell them was that after a short search he found the clothes entangled in a mass of coral branches, but that he had found no body, nor in fact any other sign of the girl.

The wizard meditated while conversation and conjecture buzzed about him. How could the clothes have become attached to the coral without a rent, unless the girl herself had removed them? Certainly no fiendish denizen of the sea could have taken them off. Finally Ino raised his head and addressed the girl's mother:

"Your daughter cannot have died here from the signs we have; nor was she destroyed by the sharks. There remains a last resort, the smoke finger. We will follow it and see whether we can solve the mystery."

The moon shed a brilliant light over the sea, upon whose bosom the barangay rocked lightly. Standing upright in the boat, the old native stretched out his arms to the heavens and three times invoked the aid of the great Laan. A soft breeze blew from the east bringing with it the nameless perfumes of the jungle. Far away in its sylvan depths a jungle fowl crew its challenge to the dawn. At a command from Ino one of the crew blew on the coals in the kaban until they began to burn brightly and when the wizard placed on the fire the bundle of dried shrubs which he had brought along.

The smoke from the burning shrubs rose on the air in heavy spiral scrolls, was wafted by the breeze down to the level of the boat, and like a ghostly finger moved in the direction of some rocky islets to the northeast. They lifted the sea-anchor and the boat followed the trail of smoke toward the shore, and as she drew along it touched a sandbank lying between the main-land and weed-covered rocks. The tide was at ebb and there was a wide stretch of shallow pools, sandbanks and coral ridges.

The grey finger still beckoned towards the shore. Scarcely had the craft beached on the sandbank before everyone on board had slipped into the shallow water, following their corse guide. They waded along the shore, and the seaweed until they were arrested by the sound of low singing which seemed to come from behind a rock covered with marine growths, ordinarily submerged at high tide. They did not know

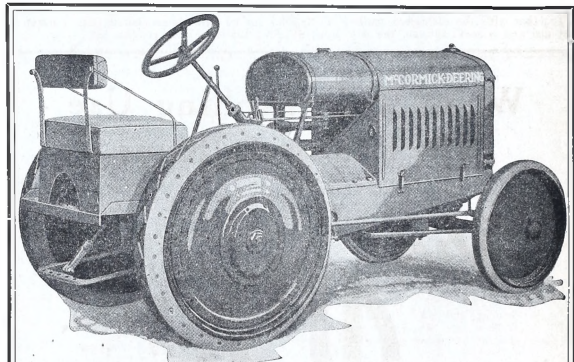
naval quota assigned to her under the Washington treaties.

By dint of subsidies, the Indian Government is developing the greatest steel works in Asia. If this subsidy be withdrawn, the Indian Army Board will operate and maintain its own steel plant from its own funds. Protected by the subsidy, the Indian iron and steel makers have captured the Japanese pig-iron market compelling the Japanese manufacturer to contribute to the cost of creating a military weapon designed in part for their undoing. By the time the Singapore Base is completed, the Jamshedpur Steel Works will be placed on a permanent and profitable working basis. An Indian navy will be in the process of development outside the restrictions of the Washington treaties, and patrolling the waters between Singapore and Suez. A British battleship division detached from the main fleet in the North S. A., with its swift cruisers, torpedo boats, destroyers, submarines, air-carriers, and flying squadrons, co-operating with the Australian and Indian navies,

will make Singapore its home station. The docking facilities of Hongkong, superior even to those of Singapore, provide Great Britain with a secondary and almost impregnable base within striking distance of Formosa and the Philippines. Slowly but surely Great Britain is strengthening her strategical position in Asia. Watching only what Japan is doing, seeing in her modest activities a menace to their own security, the only people who remain blind to the writing on the wall are the Americans.

In fairness it must be said that Great Britain is preparing in a purely defensive manner. In this she is fully justified. Japan, with the lessons of Europe before her, labors under no delusions. The fear that these defensive preparations may at any moment be turned into weapons of offense justifies Japan in taking measures to defend herself. It is the same old vicious combination of circumstances which brought on the Great War. Britain fears Japan's expansion. She fears the menace of her

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MACLEOD AND COMPANY

154 M. DE COMILLAS, MANILA

BRANCHES IN: ILOILO CEBU LEGASPI DAVAO VIGAN

Shipping Personals

(Continued from page 32)

Geo. J. McCarthy, assistant general passenger agent for The Robert Dollar Co. with headquarters in Shanghai, accompanied by Mrs. McCarthy, arrived in Manila December 3 aboard the Round-the-World Lancer *President Wilson* and departed for Shanghai December 7 aboard the *SS President Grant*. Mr. McCarthy was on a business trip in the interests of his company.

G. A. Harrell, district passenger agent in the Philippines for The Robert Dollar Co., accompanied by Mrs. Harrell and young daughter, returned to his post in Manila November 11 aboard the *SS President Taft*, after a five months' holiday in the United States.

L. Everett, president of L. Everett, Inc., arrived in Manila October 23 aboard the *SS Empress of Asia* from Shanghai and after spending some time in Manila in the interests of his company, returned to Shanghai November 15 aboard the *SS President Taft*.

G. P. Bradford, general agent, L. Everett, Inc., Manila, returned from Southern Islands aboard the *SS Kinau* November 13.

H. M. Cavender, general agent, The Robert Dollar Co., Manila, returned to Manila November 7 aboard the *SS Stuart Dollar*, after a three weeks' absence thru Southern ports.

J. B. Lanyon, representative of the Blue Funnel Line, arrived in Manila November 5 aboard the *SS President Johnson*, and in company with Neil Macleod, manager, shipping department, Smith, Bell & Co., Ltd., Manila, left Manila November 6 aboard the *SS Panay* for Cebu. Mr. Macleod returned to Manila from Cebu aboard the *SS Bohol* November 15. Mr. Lanyon continuing thru Southern Philippine ports to Kolabanguan and Davao, and thence to Sandakan, British North Borneo. Mr. Lanyon is expected to return to Manila December 6 aboard the *SS St. Albans*. Mr. Lanyon, accompanied by Mr. Neil Macleod, expects to leave Manila again December 7 for Iloilo and Negros aboard the *SS Viscaya*.

COPRA AND ITS PRODUCTS

THE SUNDRIED COPIRA
Vice-President and Manager, Copra Milling Corporation



The local market for copra has been quiet but steady during the entire month of November with production in the Philippine archipelago very unsatisfactory. During the last half of the month, prices at primary points were advanced, but at this writing are reported somewhat easier.

The European copra market has fluctuated between comparatively narrow limits during the month and is today reported steady at £22-2-6 for Sundried. Notwithstanding light production in the Philippines, the U. S. copra market has ruled quiet during November with only fair interest displayed at asking prices. While heavier production during the month of December up to the Christmas holidays is expected, at the same time we do not look for materially lower prices at Manila up to the end of the year. Latest cable advices follow:

London F. M. M. £21-15-0
Sundried £22-2-6
San Francisco buyers 4-1/4 cents
Manila Buen-Corriente P9.25 to P9.37-1/2
Resendado buyers P10.37-1/2

COCONUT OILS.—With ample stocks of competing Fats and Oils and under the depressing influence of stock market conditions, U. S. trading in this commodity was comparatively light during the month of November. Sales were reported from the Philippines up through June 1930 at 7 cents c. i. f. Atlantic coast ports. At San Francisco the market is reported at 6-5/8 to 6-3/4 cents per pound f. o. b. tank cars. There are buyers today at 6-3/4 cents c. i. f. New York with no sellers. Latest advices follow:

San Francisco 6-5/8 cents f. o. b. tank cars
New York buyers 6-3/4 C. I. F.
Sellers 7 cents C. I. F.
Manila 29 centavos per kilo
ex tank
30-1/2 centavos per kilo delivered in drums.

COPRA CAKE.—Pressure of resales with very light demand has characterized the Continental copra cake market during the month under review. Very little trading is reported for shipment from Manila, and local mills are not inclined to meet buyers' ideas on bids received. Latest advices follow:

Hamburg, January shipment £8-2-6
San Francisco No quotations.
Manila sellers P58.00 to P60.00 per metric ton ex-godown
Buyers P34.00 to P55.00.

C'est La Guerre

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ever-expanding trade. Japan is gradually ousting Great Britain in China. "Dominions cry loudly for protection against the bogey of the 'Yellow Peril.'" So Britain looks a long way ahead and prepares against her old-time ally. Japan also looks a long way into the future, determined at all hazards to preserve her independence and industrial prosperity.

While these great Powers are armageddon in the day when friends may be turned into foes, America pursues the even tenor of her way, oblivious over the expense of a few light cruisers, and withholds appropriations that will maintain its fighting forces in a state of efficiency. Secure in her isolation, her great wealth and unlimited resources, and misled by European propagandists, America leisurely arms only against a possible menace in the Pacific, while forces in Europe are in motion to bring about her downfall.—*Living Age.*

BAGUIO NIGHT TRAINS

FOR 1929-1930 SEASON

WEEKLY SPECIAL SERVICE

Train Drawn by Oil-Burning Locomotive

Powerful—Clean—No Cinders

DeLuxe Cars with Sleeping Berths and Buffet Service

The BAGUIO NIGHT SPECIAL leaves Manila at 11:00 P. M. every Friday night, returning from San Fernando at 8:40 P. M. and from Damortis at 10:30 P. M. the following Sunday.

For trip on Friday, December 20, on account of the Christmas Week, the NIGHT SPECIAL will return to Manila the following Wednesday, December 25. For trip on Friday, December 27, it will return on Wednesday, January 1, instead of Sunday.

Connection with Benguet Auto Line at Damortis to and from Baguio.

On northbound trip, passengers leave promptly after arrival of train at Damortis and reach Baguio before 8:00 A. M. and from Baguio, first class busses and automobiles leave at 8:00 P. M. and third class at 6:30 P. M., arriving at Damortis in time to connect with the BAGUIO NIGHT SPECIAL train.

RATES

	1st Class	3rd Class
Manila-Baguio, one way	P14.33	P 5.64
120 days, Manila-Baguio, round trip	23.32	10.28
Manila-Damortis, one way	9.88	3.14
120 days, Manila-Damortis, round trip	13.82	—
Manila-San Fernando, U., one way	10.64	3.76
120 days, Manila-San Fernando U., round trip	16.46	—
Sleeper berth, each way	5.00	—

Both single and round trip tickets to Baguio may be purchased at stations between Manila and San Fabian where BAGUIO NIGHT EXPRESS train is scheduled to stop. All classes of tickets, one way and round trip, are good on these trains between points mentioned in the train schedule.

For northbound trip sleeping car reservations should be made and tickets purchased at Manila Station (Tutuban) or Manila Railroad City Office, 519 Dasmariñas, telephone 2-31-83, near Peoples Bank. For southbound trip reservations should be made at Benguet Auto Line station, Baguio, or railroad stations at which this train stops. Baggage, Express parcels and C. O. D. shipments will be handled to or from Baguio at stations mentioned on train schedule.

Express rates on automobiles when owner holds first class ticket to destination of the automobile:

	One way	Round trip
Manila-Damortis	P22.20	P41.48
Manila-San Fernando U.	36.80	69.54

BAGUIO NIGHT SPECIAL makes connection with Northern Luzon Transportation at San Fernando, La Union, where it arrives at 7:37 A. M., enabling travelers to Ilocos provinces to reach destination on the same day.

Manila Railroad Company