

Where to Go?

Travellers coming to the Philippines for a long or short stay, or on their way to some place else, and Philippine residents fortunate enough to have a few days' or a few weeks' vacation, must first answer this question to their own satisfaction before they can proceed with the pleasure of planning a trip. Of course, the wise traveller will consult a good travel bureau as to the details of any trip; an experienced travel counsellor is worth his weight in gold; but it is always well to have some idea in advance of where you want to go, what you want to see, and how much you can afford to pay before going to the travel bureau. For this reason, the JOURNAL takes the liberty of suggesting a few delightful trips within easy reach of Manila. All of them are worth while.

Each month we will describe a vacation trip, in detail. The trip described this month, elsewhere in this issue, is the cruise through the Southern Islands by boat. Six vessels make this run. Other trips are sketched below. (See your travel bureau for further details.)

Starting with places close to Manila, of course we have Baguio. The Philippine Aerial Taxi Co. has a daily service between Manila and Baguio. The trip takes about an hour. One-way fare is P25.00; round-trip P45.00. There are a number of good hotels in Baguio, and a week-end trip—leaving Manila early Saturday morning and returning early Monday morning—will cost about P75.00, including hotel accommodations, according to the type of accommodations desired.

Patco has other scheduled flights including Paracale, the famous mining town, historic Legaspi, and Naga. On these trips, no reduction is made for a round-trip ticket. Airplanes leave from Grace Park, straight out Rizal Avenue Extension. Passengers provide their own transportation to Grace Park, but in Baguio free taxi service is provided to points within the limits of the city, and the Royal Garage picks up passengers free of charge for the Baguio Airport.

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Philippine Tourist Bureau
(Mr. Francisco Limjap)

Manila Hotel Tel. 2-20-22

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115 Crystal Arcade Tel. 2-32-72

Many people prefer to go to Baguio by train, and rest on the way. The Manila Railroad Company's air conditioned train leaves Manila every morning, and makes bus connections for arrival at Baguio in the early afternoon; returning early every afternoon and arriving at Manila in the evening. A week-end trip by this service,

including hotel accommodations, costs approximately P45.00.

A trip which is off of the beaten path, but rich in scenic beauty is the train trip to Legaspi. The Bicol Express leaves Manila daily (except Mondays) in the early evening, and makes connections to arrive at Legaspi the next day, shortly after noon. Three days should be allowed for this trip, and it will cost, including hotel accommodations at Legaspi, about P60.00 round-trip.

The Southern Islands: There are several delightful round-trip routes offered by the airplane and steamship companies. Your choice of a way to go will depend on how much time you have to spare and how much you want to spend.

If you prefer to go by air, the Iloilo-Negros Air Express Co. (INAEC) maintain regular service between Manila and Davao, via Iloilo, Cebu and Del Monte. A six-day trip including stop-overs will cost about P220.00. INAEC berths at the new Nielson Airport.

The Robert Dollar Company runs the well-known Mayon through the Southern Islands, for its principals, the Philippine Interisland Steamship Co. This ship especially built for the tropics, leaves Manila every Tuesday for Iloilo, Zamboanga, Cebu, and return to Manila every Sunday. Round-trip fare is P100.00.

The Everett Steamship Corporation have the S. S. Kinau or M. S. Rizal sailing from Manila every Thursday evening and returning the second following Wednesday, calling at Cebu, Dumaguete, Bais, Zamboanga, Cotabato, Jolo and Port Holland. Round-trip fare is P90.00. These ships call at more ports than most of the others.

Compañía Marítima maintains regular service between Manila and Davao, via Cebu and Zamboanga. Either the Bohol or the Mactan leaves Manila every Wednesday, returning the second following Monday. Fares vary; these ships carrying what amounts to a "First Preferred" and a "First" Class, but round-trip tickets cost about P120.00.

The Manila Steamship Company operates a similar service with the steamers Bisayas and Sorsogon, leaving Manila every Saturday, returning the second following Thursday. Their fare is about the same.

The De La Rama Steamship Co. put the luxury steamer, the Don Esteban into the Manila-Iloilo-Cebu service the first part of this year, with sailings once a week.

Passengers making these round-trips live on the steamers while in port, and all lines grant liberal stop-over privileges. One thing we never knew before—there is an excellent hotel in Davao.

Your travel agent will advise you about special regulations respecting baggage, air express, etc. Usually children under three years travel free; children three to twelve pay half fare, and children over twelve pay

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Port Area

full fare. Sometimes further restrictions are imposed regarding children. The Philippine Aerial Taxi Co., for example requires that children sit on the accompanying adult's lap, unless there are unsold seats on their planes.

One thing to remember: it is prohibited to take pictures from the air. Only American and Philippine citizens may take pictures from the air at all, and these only by applying to the Aeronautics Division, Post Office Building, Manila.

Turning to trips outside of the Philippines: there are several trips to be taken over Indo-China way. One trip, taking about three weeks, would take you from Manila to Saigon direct, or via Hongkong, thence by bus or motor to Pnom-Penh, Angkor, Dalat, returning via Hongkong.

A slightly longer trip would be from Manila to Hongkong, thence to Haiphong via Fort Bayard, Hoihow and Pakhoi. A side trip can be sandwiched in to Bay de Along, then to Hanoi, Yunmanfu and return via Hongkong.

If you have a month to spare, you could go from Manila direct to Saigon, or via Hongkong, thence by bus or motor to Pnom-Penh, Angkor and Aranya Prades, then by rail to Bangkok, Penang, Kuala Lumpur and Singapore, returning from Singapore direct by steamer to Manila.

There are many other very fine vacation trips within easy reach of Manila. We will

describe a few of them with each issue. Meanwhile, a study of our sailing schedules and rate tables—particularly those covering sailings to the Southern Islands and Australia—will disclose many more, to suit every taste and every purse. These tables have been very carefully prepared, and, barring printer's error, are accurate, and complete.

We repeat—you should not attempt a trip without consulting a good travel bureau. (For a list of travel bureaus in Manila, see elsewhere this section.)

Guadalupe...

(Continued from page 34)

"The asylum of the orphans," which we see had been removed in 1892 to Malabon, "and of the unfortunates abandoned by its founders who had to flee from the revolutionists, was burned by the shells which the Americans threw to dislodge the Indian rebels who had made forts of it; and it was looted afterward by pillaging Chinese who took away even the paving stones of the lower floor, a cargo of which was surprised by the North American (the Spanish term for us) police in the Pasig river, and returned to the Augustinian fathers—the only indemnity which they have received up to date.

"The Augustinian fathers also extended their charity to orphan girls..." But,

stopping here, I add that the claims of the church, and of all others, too, were all carefully considered by the United States, in good time, and where demonstrated to be just they were paid. The funds seized in the treasury were returned to Spain, eventually, but meanwhile were used to expedite sanitation and repress epidemics. We may conjecture what became of the steps at Guadalupe after the place was fired: some Chinese was on watch for them. The old treasure vault is easily traceable still; and the old cisterns, though in worse condition, and the old granaries and warehouses; for there were lands round about, and peasants clothing them.

Guadalupe was destroyed by American forces March 13, 1899, just five weeks after the outbreak of hostilities between the United States and General Aguinaldo. It was a necessary act of war executed thoroughly by "Weaton's Flying Brigade." This brigade was organized to "clear the enemy from the country to the Pasig and to strike him wherever found," for the reason that from this quarter the waterworks at San Juan del Monte had been repeatedly threatened; and the enemy in this region also had easy access to Malolos, Aguinaldo's capital.

"Many a year is in its grave
Since I crossed this restless wave,
And the evening, fair as ever,
Shines on ruin, rock and river."

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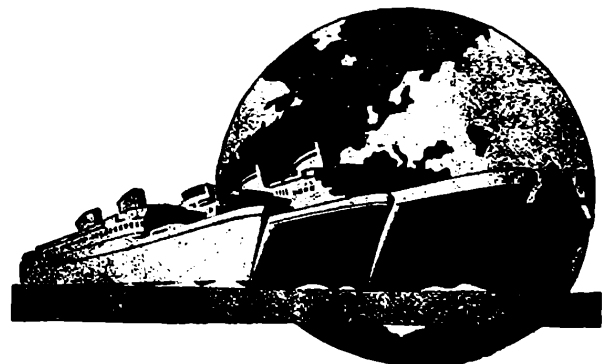
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