

Davao Damned With Neglect

William H. Gohn, pioneer and prosperous planter of Davao, has been up to Manila, and the *Journal* has been in conversation with him about the port situation there. The situation, seems, is very discouraging and costly; the government's flare of anxiety to build Davao a port for ocean steamers has subsided until it seems by way of dying out altogether, as it has already reached that dwindling degree of real earnestness manifest in the repetition of assurances.

"Some three years ago," Gohn told us, "construction of a concrete pier was begun at Davao. A portion of the pier approach about 9 meters wide and 90 long has been completed; it is about 20 meters off shore, and as an aid to shipping is practically useless except in the loading and unloading of lighters. It connects with shore by means of the portion of the old wooden approach still standing, and a contract has been let to replace this wooden structure with a stone causeway. The contract period is 40 days, and work began in January. The causeway partly completed, out will have to come the wooden structure, the use of the approach will be stopped; after four years of waiting, when this causeway is completed we will only have an approach to a projected pier extending into 32 feet of water.

"If the pier including the head were completed it would be none too large to accommodate the shipping this year, estimated at 350 tons daily.

"Various technical objections are made to going ahead with the work. One is that even if there were a pier at Davao ocean vessels couldn't use it during the southwest monsoon. We have never known a time when the harbor was so rough for an interislander to tie up at the old wooden pier, provided the pier was not too rotten to hold it. It is also said that the harbor would be in around the new pier so much in a year or so that steamers could no longer dock. The old wooden pier was built in 1909, when there was a depth of 19 feet, and today the depth is 15 feet; silting has amounted to 4 feet in 22 years.

"It is generally believed the public works bureau has done everything possible to advance the port works at Davao, but has been blocked in its efforts by politics and wire-pulling. Small launches of from 5 to 15 tons capacity numbering upward of 30 ply Davao gulf the year round, and the Luzon Stevedoring company tow lighters around the coast with small launches. All these small vessels load and unload at the wooden pier the year round, often work day and night. If such small shipping can use the pier, interislanders and larger ocean ships could surely use a new substantial one.

"Davao requires a pier for her growing commerce. Interislanders have been severely criticized for slow and inefficient service, but they are so many years in advance of the port works in many important harbors that the government ought not be too severe until it catches up with them.

"The total overseas trade of Davao in 1928 was P13,752,805, of which P927,255 was imports and P12,835,550 was exports. This ought to show how important a good pier at Davao is to Manila.

"Davao's production of Manila hemp last year increased 63% over 1927; it amounted to 38,000,000 kilos and was 22% of the islands' entire crop. To the value of P11,683,750 it was shipped overseas direct or on through bills of lading. Davao's copra production last year increased 51% over 1927; it was 6,900,000 kilos of which 5,656,564 kilos valued at P1,063,675 were exported direct or on through bills of lading. Timber and lumber exports, a new industry in Davao, totalled 4,345 cubic feet valued at P80,210. All other exports were valued at P7,915. Davao, in overseas trade, is the fourth port of the Philippines by a wide margin. The expectation is that our hemp crop this year will be 25% in excess of that of 1928, and the copra crop 35% over that of 1928. Although the hemp market was unusually low during 1928, still Davao registered a favorable

trade balance of P11,908,295." In other words, Manila is interested in Davao's getting an adequate pier to the extent at least of this 12 million pesos, which, not spent for imports directly from overseas, is nevertheless spent. But provide Davao a good pier, and soon she will be buying by the 20 million instead of 12.

It ought to be possible for a Manilan to visit the provinces and not be ashamed of the manner in which they are being neglected. Gohn invites attention to the fact that the Davao resident pays all the excessive cost of a pierless harbor. Cargoes are frequently water damaged, and the interislanders are subjected to heavy claims; and cargoes are carried ashore on men's backs, which causes losses and delays of sometimes 3 or 4 days. "The Davao producer, who is the consumer of imports, must bear all the expense caused by the lack of portworks, whether or not is incoming or outgoing cargo. The expense on a bale of hemp, including the freight differential, is P1.20 at present."

RAIL COMMODITY MOVEMENTS

By M. D. ROYER

Traffic Manager, Manila Railroad Company

The following commodities were received in Manila February 26, 1929, to March 25, 1929, both inclusive, via Manila Railroad:

	1929	
	March	February
Rice, cavans.....	206,625	272,500
Sugar, piculs.....	516,768	584,752
Tobacco, bales.....	360	240
Copra, piculs.....	131,500	186,100
Coconuts.....	2,725,800	2,186,800
Lumber, B.F.....	318,600	434,700
Desiccated coco-nuts, cases.....	16,810	20,664

Then there's the Scotch couple who, expecting the stork, moved into the country, where there is R. F. D.

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you are dull and listless—
you cannot concentrate—



It's Your Move—

It's Your Move!

The fault may rest with your diet, if so

Discard those heavy indigestible meals and

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- (2) Let fresh vegetables and ripe fruit form the bulk of your diet
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