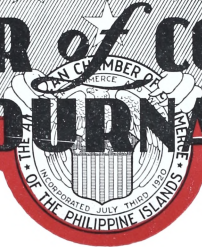


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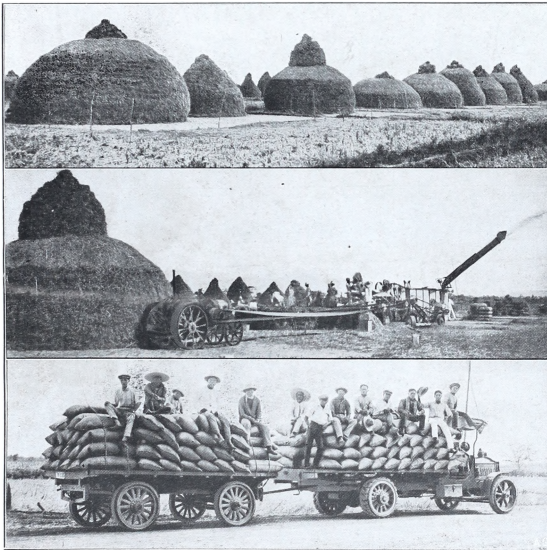
PHILIPPINE ISLANDS

THE AMERICAN CHAMBER OF COMMERCE JOURNAL



Vol. 7, No. 3

March, 1927



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Modern Threshing:
Central Luzon Valley.
For Old Methods and
Old Customs, See

“An Evening Re-
verie of Philippine Peas-
ants” in this Issue

Past and Present in
Irrigated Farm Lands

The Old Spanish
Friars: Monuments of
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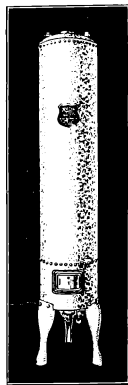
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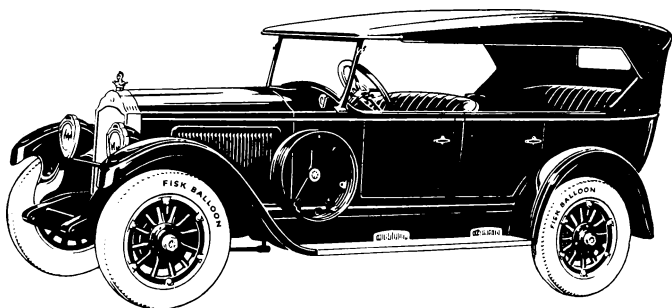
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BY

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THE AMERICAN CHAMBER OF COMMERCE JOURNAL



MARCH, 1927

Vol. VII, No. 3

Explaining Good Watermelons: They're Yankee

Notes on Agricultural Bureau's Seed Distribution

Luzon has been enjoying first rate watermelons since the season opened. Instead of the old-time tough leathery customers whose crop alone was making this year's melons crisp and of luscious flavor. How come?—which is a form of query current in the widest famed melon districts of the United States—how come? A field agent of the Bureau of Agriculture reports that the welcome change in the quality of Philippine watermelons comes from the native gardeners planting American melon seeds given them by the bureau, with native seeds—either in the same hills or in parallel rows. It is the resulting mixed strain, he says, that has produced this year's melon crop.

There are many regions of the United States where no better melons can be grown than those this crossing of seed has made available in Manila's markets. If new seeds are continually supplied the improvement of quality can be maintained and possibly emphasized.

The Bureau of Agriculture has numerous activities and consumes a goodly sum from the public purse each year, but surprisingly little on seed distribution, for which this year the allotment is only P5,500. The plant industry division believes it could utilize a larger amount to advantage. It may be right. It gives free distribution to seeds, seedlings, budded and grafted trees: for co-operative trial planting throughout the islands, for exchange with entities abroad, and for sale through the agricultural extension division of the bureau.

Last year, for example, it distributed 2,320 abaca plants, 484 coffee plants, 27,739 citrus and other fruit trees, as well as 107 kilos of coffee seed, 50 kilos of citrus and other fruit seeds, 11,513 ears of seed corn, 457 cawans of rice seed and 280 kilos of tobacco seed.

Imagine half that tobacco seed growing!

On the other hand, imagine even a small portion of it growing and doing well. The tobacco industry is languishing. In a table elsewhere in this issue the reader can see that the sales of leaf tobacco abroad have fallen off enormously in the last three years; one way of reviving the business is to better the product. There is always a demand for the best. The

work in this direction of the experimental station at Ilagan, Isabela, is bringing some results at least. The manager of the Maluno tobacco plantation reports that he is so encouraged by the showing of seed planted from the Ilagan station experimentally that he is continuing until he can plant on a commercial scale.

Similar interest is shown by other big interests in the valley. Letters indicate that the work has attracted attention abroad.

Down in Cotabato the bureau has grown five varieties of Sumatra tobacco found to be well adapted both to Cotabato and Cagayan-Isabela field. The Sarunayan station in Cotabato distributed seeds of these tobaccos last year to 24 Cotabato farmers. (Somewhere in the

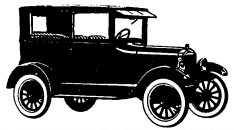
old friars' chronicles the fact is recorded that tobacco from Cotabato was transplanted in Sumatra. The modern Sumatra varieties are, of course, the result of a long period of experimentation and improvement by selection, but there would still be nothing remarkable in these high-bred varieties thriving on the parent soil.)

As to seed distribution generally, 2,661 planters and farmers in the Philippines were listed at the Bureau of Agriculture last year as "co-operators on the trial planting of crops and other field experimental work." If no more was spent last year than was made available this year for like purposes, this comes to about the outlay for a cedula per name on the list—not an extravagant sum unless results were nil. The watermelons alone will certainly put more than P5,500, above the price of the old-time melons, into the pockets of the growers, whether it ever reaches the treasury again or not.

But it is not melons and other truck crops, but rice and sugar cane, that promise best in the way of big returns.



Courtesy, Bureau of Agriculture. Delivering Eureka Mangoes to Local Fruit Growers



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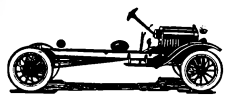


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Easy Terms, if desired

The bureau displays records of ten varieties of rice seed distributed to growers in five different provinces, Cavite, Ilocos Norte, Bulacan, Pangasinan and Nueva Ecija—some four to the farm school at Muñoz and six varieties in all in that district, the center of a prime rice region. Sipot is reported to have yielded 47 cavans per hectare at Tanza, Cavite, and 51 cavans at Dingras, Ilocos Norte. Other yields are higher, Ramai reaching 122 cavans at the farm school, Maçan

The Philippine coffee industry, remarkably prosperous during the first quarter of the last century, and even for some time later, owing to the *Amigos del Pais* and the native excellence of the product, has long been in the doldrums and is but a memory in the coffee marts of the world. San Francisco fanciers—may one call them that?—lament the fact that the prime Philippine coffees of the hearty days of the clipper trade are no longer to be had.

north makes the old-timers get inside and close up the doors.

From Balite the Dodge eases downhill most all the way into Bayombong, through a wider valley but still a desolate one.

Bayombong is a sad intermixture of the old and the new. The church, the cemetery, some old ruins show the work of a past age, when probably all traffic was in from the north. New bamboo shacks and iron roofs are crowding in, and crowding out the old. Gasoline signs and restaurants line the streets, as trucks parked haphazard block them.

From Bayombong we leave the Magat river valley and wind our way eastward for hours over apparently unending cogon hills, zigzagging up and down each hillside. It is a temptation to stop, and start a cattle ranch, but not a settler has yet dared to do it.

Finally, over a saddle in the ridge ahead we catch a glimpse of a hazy plain to the north. This must be the fabled public domain of Isabela waiting for the plow. The Dodge seems fairly to fly along now, over a perfect highway, level, grassy plains on either side. Here and there small rice fields nestle in the basins. Many survey monuments are in evidence. But the land looks hard, and dry and uninviting. It will be a great rice field some day, but the soil will have to be kneaded into shape and leavened with many mortgages and countless usuries. The pioneers will break it up and make it fertile for the money lenders.

Our trip is relieved of absolute monotony by the frequency of toll bridges and ferries. We amused ourselves by calculating that in gasoline tax and tolls we had paid to our dear government about ten pesos, on that half of the trip alone.

No imports.

At Echague we stopped with the genial forestry man. They are always that way. In fact all the people with whom we came in contact outdid themselves to make our visit happy. Here is the old hospitality of the frontier.

Our ways parted at Echague. I went north into Ifugao country in search of the cimarron. For hours I hiked over rolling prairies and magnificent pastures, as yet untouched by plows. A few carabao grazed unattended, except by their guards, the *tagak kalabaw*, or white heron. The heat was intense at noon time and the scarcity of trees made walking a hardship. Four hours of it took us to the Magat river again.

Here we found the source of wealth of the Cagayan valley, tobacco growing in the second bottoms as it probably has grown on the same flats for generations. Our observation is that all the population is confined to the banks of the larger rivers and engaged in tobacco culture. The people seemed a discouraged lot and generally thriftless.

We hiked on to the north over more rolling grass lands until we hit the hills of Ifugao. These hills are high and steep, each crowding up against the next and all set on edge. Game was plentiful on their slopes, due, as I was told, to the activity of the Ifugao constabulary in enforcing the laws against artificial light hunting. On these mountains as elsewhere grass predominates.

Martin brought in reports of a different kind of country to the southeast. He found heavy virgin timber so dense that it was dripping moisture, and infested with leeches. That country does not dry out until March. Perhaps the customs of the savages to the south and east have had much to do with the conservation of the timber there.

My impressions are of course superficial, and my opinions possibly unreliable, but they are here for whomever wants them. I believe the Cagayan valley is not ten per cent developed and that the next generation will see the present development multiplied many times over and along many different lines. It has not the climatic advantages of Mindanao, but it is accessible to hordes of immigrants.



Courtesy of the Bureau of Agriculture. — Coffee Seedlings for Distribution to Farmers

Lamio 90.7, Mancasar 86.3, and Inachupal 84.4. The islands' average yield of paddy per hectare is around 30 cavans, the Muñoz average surely much higher.

The *Journals*' attention was called to this seed-distributing activity of the bureau by the editor's seeing truckloads of sugar-cane points putting off from the bureau for the provinces. It seemed that these points would be quite a boon to the planters fortunate enough to be co-operating with the bureau. The report obtained later showed that Badila points from the bureau yielded 105.62 piculs of sugar per hectare on volcanic soil in Occidental Negros; New Guinea 24-a, 104.20 piculs; Yellow Caledonia, 93.71; Negros Purple, 91.50.

Of course, the bureau is by no means alone in the experimental field for sugar cane, the industry has many other organs of extension, and this takes the lead perhaps in experiments so that in this case it is the bureau that is co-operating.

It was the blight, that is the story, as it may be one day be the story of the exit of Manila hemp; another parallel being that hemp holds no more envied place among hard fibers than Philippine coffees held among their inferiors. But the lands and climate at least remain, and peasants skilled in the care of coffee trees. Robusta and Excelsa varieties, resisting blight, have been planted in Nueva Vizcaya. They fruited for the first time last year. Maybe " " who knows? It would be gratifying to see coffee back on the outward manifests.

Exotic notes, to close the concert:

"The naturalized apple trees planted in Balaban, Kalinga, have fruited for the first time this year. The fruits were of fair size and delicious in flavor.

"All citrus plants left in our former Bontoc acclimatization station have fruited again this year and the Saigo pomelo and taffa oranges were heavily loaded with fruits. The citrus plants on Constabulary Hill in Baguio are doing fine."

Impressions of Isabela Province: A Motor Trip

By J. L. Myers

Martin had business in the north, in Echague—timber concessions, mill sites, river transportation and markets. There was space in the Dodge for one more. I filled the space.

We marvelled, as we crossed Nueva Ecija, at the rice stacks where twenty years ago we had plodded along on our ponies through cogon wastes too dreary to hold anything of promise for the future. Talavera, Baloc and Muñoz were then mere dots on the map. They hardly existed on the ground. That was the frontier of those days.

The new road has a charm all its own. Leaving the plains it follows the river beds, always up and climbing. High cogon hills wall in both sides of the narrow gulches, and seem ready to topple over onto the crawling motor

cars in the depths. Here and there a mountain side too steep for the hill peoples to cut over is still covered with forest, but cogon predominates.

The overloaded Dodge pulled along up the hill, seemingly weak-kneed on slight grades, but a glance back showed the error to be ours. A few places require careful driving, but for the most part the road is of good width and fair surface. In many places workmen are pulling down the side hills, the sound of the horn sends them scampering after wheel barrows left standing in the middle of the roadway.

The resthouse at Balite Pass is well kept up. A good supply of canned goods is always ready for quick service, and many beds are available. Here the cold raw wind from the

The Future of Philippine Radio Broadcasting

By COLONEL C. H. NANCE,

Vice-President and General Manager, Radio Corporation of the Philippines.

dissemination of news, such as election returns, the ringside story of a heavyweight championship, etc., etc.

But there were those in the radio industry who had the vision to see this new branch of the art filling the nation's homes with entertainment of all sorts, and consequently entertainment with its wide popular appeal has been so far in large part the principal material for American programs. Starting at first with a more or less haphazard transmission of theatrical performances, concerts and similar public entertainment where permission could be secured broadcasting has reached the stage where now many professional artists base their reputations primarily upon their popularity with the radio audience.

Evolution of mankind and the development of civilization since the earliest times have been based upon the possibilities of intercommunication. For thousands of years man has endeavored to surmount the



barriers of space and time in order that there could be had with his fellow beings an exchange of ideas upon which might be built the structure of a common understanding. The printing press, the steamship, the locomotive, the telegraph and telephone, each in its turn has broadened the horizon of the world's communications; and for the last twenty-eight years radio, or wireless as it was first called, has made further great contributions toward the solution of the problem of quickly communicating with one's neighbors.

Of all the mediums of intercourse which science has yet devised, perhaps none has so well fulfilled its early promise as has that particular branch of the radio art which is known as broadcasting.

It is mankind's first universal system of one-way mass communication. Through no other agency can the message spoken by a single voice be projected at the same instant to literally millions of people separated by hundreds or thousands of miles from the speaker and from each other. No other agency can convey the same thought, the same impulse, the same appeal, by one living voice, simultaneously to uncounted listeners.

Speaking before the conference of the International Federation of University Women in Amsterdam in July, 1926, Mr. David Sarnoff, Vice-President and General Manager of the Radio Corporation of America, said:

"Radio has swept away the physical barriers of communication. No nation now need be dependent solely upon thin strands of cable for its world communications. No country need fear the strangling of the national voice through the cutting of a cable in time of war or destruction in time of peace. No government able to erect a broadcasting station need subject itself to censorship or interferences by dependence upon a wire system that must traverse a neighbor's territory. Radio gives opportunity for self expression to small nations as well as great."

Radio broadcasting was first introduced into the Philippines about three years ago. The difficulties encountered by its pioneers,—to whom great credit is due for their efforts,—were many; yet the need for broadcasting and the very promising possibilities for service to the community

which it offered were both so great that some sort of a broadcasting service has ever since been maintained. The comparatively small radio audience has suffered much from inadequate transmitting facilities and lack of good programs. Their interest has perforce been great to survive at all and it is precisely upon such unflinching interest that hopes for an enthusiastic reception and support of a future greater service may be now quite confidently based.

The real starting point toward improving Philippine broadcasting was the enactment into law of a bill introduced into the last legislature by Representative Manuel Nieto of Isabela, which provided for the support of broadcasting through a system of registration fees for all receivers in use; an act quite similar to the present law by which the proceeds from automobile registration are devoted to the maintenance of highways and bridges. The machinery for carrying out the provisions of this law has just been set into motion, but even the early indications are that the fast-growing radio audience stands ready and willing to cooperate in the support and improvement of Philippine broadcasting.

This attitude can only be the result of realization by the people that radio in the Philippine home has a place of even more importance in the life of this community than it has been accorded already in many other nations.

In spite of many discouraging and delaying factors, the new *Radio Manila* went on the air on schedule time with its inauguration on February 12. Lack of time and other exigencies of the case made it necessary that a temporary antenna and ground system be used and that the station be operated on something less than full power. Unforeseen delays also caused the initiation of service without the usual amount of preliminary test work, which has therefore had to be continued coincidentally with regular service

during the first few weeks of operation. Another handicap has been the fact that the new studio facilities are not yet completed. Nevertheless the response from the radio audience has been in every way up to expectations and after the various temporary features are replaced by permanent installations within the next few months, the service is without question destined to awaken still greater interest and support from its listeners-in.

Quite naturally, the first concrete experiments with radio broadcasting were confined to the



Jeanne Lyons, Central School High School Girl Who Sang in the Radio Program

It is not infrequent that theatrical entertainments now feature among their offerings the performance of some radio artist who before his appearance before the microphone in a radio studio was quite unknown to the theater-going public.

Many churches are now broadcasting their services, either in arrangement with well known stations or through their own privately operated transmitters. Church music is looked forward to as a regular feature of the weekly program from



Hortense Pick, Central School Girl, Who Sang in the School's Radio Program



Sarah Margaret Franks, Whose Charming Mezzo-Soprano Voice was heard in the Central School Radio Program

favorite stations, and many eminent ministers number their congregations more among radio listeners-in than among those who attend in person the service at the church.

Educational institutions soon recognized the power of broadcasting to aid them, particularly in certain types of extension work, and many regular courses are now given through so called *air colleges*.

State and municipal governments are regularly broadcasting informative lectures on agriculture, public health, domestic science, and similar topics.

The greatest outstanding example of the possibilities of radio broadcasting took place during the general strike in England in 1925 when the press of the country was practically disabled through a walkout. The government at once turned to radio broadcasting and was able to keep the people in their homes fully conversant with developments and to ally

to business and industry, but furnishes an ideal means of conveying to that audience a business or industrial message.



Elizabeth Penn, left, and Josephine Hemenway right, who participated in the Central High School's Radio Program

This particular phase of radio broadcasting is still more or less experimental because there are certain limitations imposed against direct advertising over the air. But there are commercial interests in many parts of the world which are contributing regularly to the support of broadcasting because they realize how much it is to be gained from public goodwill.

If the latent power of radio broadcasting to perform these various kinds of public service to any community be applied to the Philippines, it will at once be recognized that much can be done by it here to create the common tie which a unity of interest gives to many scattered peoples.

If programs broadcast from Manila can be so chosen as to be of the greatest interest to all inhabitants of the Archipelago, and gradually to mould sentiments which now are frequently so divergent into a common national belief, then indeed will radio broadcasting have served a high purpose here.

If the lonely *provinciano* can have the opportunity of listening in to the best that Manila has to offer from national and international leaders of thought; to good rendition of the best music; to readings from the best in literature; and to informative talks by the highest national authorities on scientific subjects, agriculture, animal husbandry, public health, child welfare and kindred subjects; and if above all a regular course in educational subjects can be offered to those who cannot attend a university or school in Manila, then a small part of the mission of Philippine radio broadcasting will have been fulfilled.

The start along what are believed to be safe and sane lines for a full future development of radio broadcasting has now been made.

The daily programs are constantly improving as different individuals, institutions and societies of all sorts realize the advantages of cooperation in this great service to the Filipino people.

News, weather and market reports and forecasts will have an increasingly important place on account of their interest to the far-distant provinces; carefully planned series of educational and informative material are about to be added as regular features with the hearty cooperation of the various government bureaus and departments concerned. The best artists in Manila are appearing before the microphone and by their generous help are giving audiences all over the islands the opportunity to hear good music. The most popular dance orchestras in the capital are regular features for the later evening hours for those who care for this kind of enjoyment.

There are probably not many more than two thousand receiving sets in use in the Philippine Islands at the present time. While the radio audience will always be more limited than in other territories of the same size, on account of the comparatively small population and modest per capita wealth, nevertheless it is safe to predict that within five years there will be 100,000 sets registered as in daily use. And



Mrs. Heartz Davidson Stewart, Music Teacher, Central High School, who arranged the Radio Program

many apprehensions which might otherwise have existed in the absence of all other means of spreading news and information.

One of the great missions of radio would seem to be the arousing of popular interest in government, for no other medium exists whereby the government official, the legislator or the candidate for election can speak simultaneously and instantaneously to so great a portion of the public.

Finally radio broadcasting has a rôle to play in the advancement of industry. It brings not only a numberless and interested audience



Alice and Ada Green, Other Popular Young Ladies of the Central School who were in the Radio Program

this means that there will be at least one million in the radio audience, a sizeable body of sympathetic and interested hearers to whom the message of broadcasting can be projected.

Charting 7000 Islands and Intervening Seas

The Recent Evolution of the Philippine Chart

By COMMANDER R. B. DERICKSON, U. S. C. & G. S.
Director of Coast Surveys



Since man first began to enlarge his knowledge of his surroundings, and impelled by the desire to know what lay beyond his immediate horizon, he ventured forth upon long voyages, a record, or graphic description in the way of maps, has been kept for the guidance of those who follow.

Due to this ever increasing accumulation of geographic data, the explorer or surveyor of today has a rough outline of his field of operations, which is to be transformed into a modern chart with soundings, points and distances determined with mathematical accuracy.

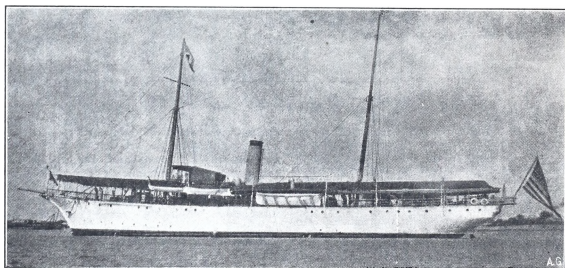
Today, there is no progressive country without a correctly surveyed and charted coastline with an accurate knowledge of its character and form, together with a record of its tides and depths of water. It is all essential for the solution of the great problems of commerce and defense.

Searching through ancient records handed down to us from pre-Spanish days, we find a

blurred and indistinct outline of a group of islands supposed to represent the Philippines or those that lay in the track of the junks trading between Chinese ports and the Molukka Islands. Names

and descriptions are written in Chinese characters of such a remote date that no local Chinese historian has been able to decipher their meanings. This old print constitutes, so far as we know, the first chart of the Philippine archipelago.

With the coming of Magellan in 1521, there was produced the first moderately intelligible cartographic record of that section of the archipelago visited by him. Dating from the explorations of Magellan and his followers, we have a succession of varied charts, sketches and pictorial maps representing the ideas of the early navigators. At that time nothing was known of



The Pathfinder, Famous Coast and Geodetic Ship in Philippine Waters

the art of hydrographic surveying, therefore no soundings appear on any of these early prints. Depending upon the course and distances followed safely upon one occasion, they held as closely as possible to these in all succeeding voyages. In the study of these documents, it has been interesting to note the evolution of the chart and the approach to exactness of each successive navigator as he pictured the headlands and salient points along his course of travel.

To describe the base and evolution of charts of any up to that time. It was at this period that much of the complementary and decorative art which had embellished all former charts was discontinued to a certain extent. Succeeding navigators considered the unhampered statement of informative facts to be a surer guide to safety than the saintly pictorial illumination that had heretofore confused all their primitive aids to navigation.

Coming down to more modern times, we find that in 1830, Governor Enrile caused to be made a general topographic map of the archipelago, with special reference to roads, political boundaries, etc.

Since then, modern methods have developed refinements and improvements in the determination of one's position on the earth's surface, thus contributing to make more exact the old time method of chart making.

With the arrival of the Americans in the islands, there existed but few reliable charts of the Philippine archipelago. Such as were in existence, aside from that of Manila bay compiled from a Spanish survey in 1897, consisted of adaptations from the work of the early explorers and navigators. The work of Spanish hydrographers who had in some places made credible surveys, was not based on modern methods, and left long, intervening stretches of coastline unexplored. These charts were wholly inadequate to insure the safety of vessels traversing the waters of the archipelago. Therefore, one of the first steps necessary to the commercial and economic development of the islands was the survey and charting of the coastline and waters in accordance with the best modern practice, as carried on by the home government.

This is, at the present time, one of the most important projects engaging the attention of the U. S. Coast and Geodetic Survey, both in point of magnitude, and in its direct bearing on the public requirements.

At the time the work was taken up in the Philippines, there lay before this bureau to be surveyed and charted 20,260 miles of shoreline, outlining 7,080 islands, of which only 466 have an area of one square mile or over. Add to this the unsounded waters of the archipelago, covering an area of 280,377 square statute miles, and you have a stupendous project to be accomplished!

The hydrographic and topographic surveys begun in 1901 have been extended up to date throughout the entire archipelago. The work includes, not only a detailed survey of shoreline, but depths are obtained through all navigable waters of the inland seas, bays, and connecting waters. These soundings extend on the outer coasts to the 2000 and 3000 fathom curve.

Of importance to the interior and cadastral surveys, and for the geodetic control of the entire archipelago, a network of triangulation, based on astronomical longitudes, latitudes and azimuths, has been carried from Manila across Luzon and other islands to the south end of the Sulu archipelago, a distance of over one thousand miles, establishing upon each island a sufficient number of points for the coordination of all detached projects of both inland and coastal surveys.

The results of the surveys to date are shown on one hundred and forty-four modern charts, covering the entire boundaries of the archipelago. There are also two volumes of *Sailing Directions* issued for the benefit of the mariner. The greater part of the information presented in these publications is based upon the original work and investigations of the U. S. Coast and Geodetic Survey since the American occupation.

To give advanced information of value to navigation, there is published quarterly at the Manila Office, the *Manila Notice to Mariners*. This publication contains descriptions of all newly discovered dangers, new editions of charts, information pertaining to light-houses and aids to navigation as furnished by the Bureau of Commerce and Industry.

Fourteen topographical maps compiled from information furnished by various branches of the government are also published for those interested in the topographic features of the islands.

The work of the Coast and Geodetic Survey has been carried on continuously since January 1, 1901. The rate of progress has varied from time to time, depending upon the personnel and equipment available for the service. During the war, nearly all of the commissioned officers of the service were assigned to the Army or

(Concluded on page 12)



Chart Made by Father Pedro Murillo Velarde, S.J., in 1734, and engraved by a Filipino craftsman, Nicolas Cruz Bagay. Upon expulsion of the Jesuits from the Philippines the engraving went into the hands of the Dominicans, where Dr. Robertson found it and whence he obtained it by consent of the Dominicans and Jesuits for the Philippine Library and Museum. Note that the reproduction is from Father Juan Concepcion's *Historia de las Islas Filipinas*, 1788, and he, being a Recollect friar and publishing during the period the Jesuits were out of the islands, utilized a filigree in lieu of the words designating Father Murillo Velarde as a Jesuit. Copies of the map are fairly rare. This engraving is from the copy in the editor's private library.



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EDITORIAL OFFICES

American Chamber of Commerce

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HOMEWARD CARGOES

Instead of the usual tabulated customs figures on overseas trade, which will reappear next month when the reports become available, we publish elsewhere a tabulation by the Columbia Pacific Shipping Company, to whom we are much indebted for the information, covering outward cargoes over a period of three years in terms of tons. The period is 1924-1926, during which the islands marketed overseas more than a million tons of surplus per year, of which the homeland, the United States, took 67.4 per cent, or about 700,000 tons per year. Of certain principal commodities, of course, such as sugar, cigars, embroideries, desiccated coconut and coconut oil, the homeland took much more than the average and did, in fact, constitute practically the only market—in each case the best market.

The American market is vital to the Philippines. It has been of vital importance ever since Manila was opened to foreign commerce, although there was a period of round-about shipping to America, chiefly via London and Liverpool, after the Civil War and before the American merchant marine was restored on the Pacific—which only occurred, practically speaking, after America's acquisition of the islands in 1898. Subsequent to the World War the American merchant marine was fully restored, America's trade throughout the Far East steadily revived, and outward cargoes were more and more carried in national bottoms to which homeward cargoes are essential; and the ships themselves are essential to the United States as auxiliaries to defense.

Let a simple truth be stated plainly, for the benefit of all concerned

Without the homeward cargoes obtained in the Philippines, the American merchant marine could not be maintained on the Pacific. Without the American market (and it would be feasible to develop other sources of raw-products supplies), the Philippines would be profoundly in the dumps. Their surplus for sale overseas last year was 1,112,842 tons; the United States bought 748,903 tons of it and carried 506,012 tons away in her own ships. The average homeward cargo out of this territory of our merchant vessels on the Pacific during the last four months of last year was 2,426 tons per ship. To China and Japan, 572 tons; to the Pacific coast for local and inland delivery, 1,854 tons. This is the vital factor in the homeward voyage. It puts it over.

But many ships load, of course, down to the plimsolls, in ports of this territory, and sail directly home. Others scout new routes of trade for American goods, relying upon their Philippine bookings as a sort of base of operations. Philippine and American material interests are mutually vital to each other. All political reckoning should be from this fixed point.

THE ROAST BEEF OF OLD MANILA

For another full year the Governor-General has arranged for sixty per cent of the fresh beef supply for Manila to come from abroad on two extended contracts. His evident misgivings were that local stockmen could not keep the market regularly supplied, though the existence of a sufficient supply of animals in the provinces is admitted. A sufficient number of animals at Manila ready for the daily kill is the problem the stockmen and the government have not solved. Comment limits itself to the fact that it would abundantly pay, all round, to solve this problem. While it remains unsolved the situation entailed is a confession of weakness and inadequacy, and the law designed to subserve the cattle industry of the islands must remain a nullity.

BRICK BATTING THE CARNIVAL

Manila suffers from a chronically quarrelsome liver, and delights in taking it out on the other fellow. The carnival this year has been brick-batted incessantly, and the brick-bats were not intended to construct, but to destroy.

Typical of Manila, this sort of thing still does no good. All that is alleged to be wrong with the carnival, where many improvements might be made, is really symptomatic. The remedies proposed are those of a pill doctor for *yaller janders* in a country yokel. The community itself is sick. It suffers from striations of bad temper. It is spiritually disintegrating. Cure it, get the factions out of their armed camps and onto the common field of good sportsmanship, and we shall have a carnival such as was never dreamed of. The idea of an organization permanently carrying on seems good, but the critics are right in saying that it cannot be a poli-

tical adjunct. It must be ambitious solely in its own behalf—in behalf of the carnival, in behalf of the Philippines. But what helpful suggestion is there, for instance, in a long tirade against the carnival because while it lasts the government offices keep half-day hours and are said to fall behind in their work? If this happens in a fortnight in the balmy spring, what pray happens during the three months of the torrid summer when, the carnival being in recess, the half-day hours for the sweating government still prevail? This query is the more to the point because the half-day hours are by no means essential to the carnival, and it is the government that is to be blamed for taking them, not the carnival for taking advantage of them. The carnival is obviously in need of resuscitation, but carrying is not the means to employ. If we could all cease carping, how much—besides brilliant annual carnivals—we might have for ourselves and our growing number of pleasant visitors.

Finally, we wish to say that this year's carnival was by no means a failure. The fine arts exhibit was such as to promise magnificently for the future. The stock show revealed the genuine interest of some of our men of means in advancing this branch of agriculture. The preserved-food exhibit was most creditable. We saw no dirty shows, but several good ones. We elbowed through tremendous crowds of merry young folks innocently enjoying themselves on about the only occasion that has been provided for them to do so. We saw them wait patiently, long past the hour, for the rich to parade. The democracy of the crowds was infectious and delightful, as always in Manila. Back to our premise, then: shortcomings are attributable to sulking in the ranks above the crowd. That is what there is to be put right.

RADIO MANILA

It at last seems certain that radio is to advance in the Philippines measurably with its advance elsewhere, and one field open to it may be fruits from what has thus far been barren soil. This is the field of language instruction. We listened to the program given by Mrs. Stewart and some of her pupils in the high school department of the Central School, when some one put on a language lesson indicating the wide possibilities. Through radio, undoubtedly, the islands can learn to talk with each other; through radio the high school instruction in English throughout the islands may be supplemented—rather complemented—and pupils may learn accurate pronunciation, enunciation and syllabication. Radio, with a small circle of teachers available, can make their work reach every high school in the islands. The advantages of radio to the plantation and provincial-town home are too manifest to require comment. The market quotations, the digests of news, and the evening entertainments will become indispensable.

STRAWS

The annual report of the bureau of insular affairs, *Manila Daily Bulletin*, March 3-4, and the O. M. Butler (trade commissioner) summary of last year's business, in the same paper, issue of February 1, agree that last year the actual balance of trade was against the Philippines, and the letters adds "as in former years." McIntyre reaches the surmise that "the evil of too restricted land and immigration laws is not limited to the discouragement of investment of outside capital, but that it drives elsewhere the earnings on local investments is worthy of consideration." It is significant that the commerce and war departments are in essential accord about a blunt fact hitherto lightly glossed over far too frequently for the islands' good, and hope may now be expressed that this harmony of opinion may have a rational influence upon policy.

Another straw drifts in the same direction in the remarks of Samuel Untermeyer while in Manila, February 14. He is denunciatory of the predatory tendencies of massed wealth, but holds that for the development of resources concessions are, after all, necessary—in the nature of necessary evils, it seems. He only states that he is limited, and extends only as improvements justify their extension. While this goes farther than the chamber of commerce, which has never yet advocated liberalization of the land laws of the islands, it still coincides with the chamber's fixed view that more capital should be induced to engage in agricultural industries here, something the fixing of the islands' relationship to the United States would tend to bring about.

A third straw showing how the wind is blowing is the following, favorably quoted from the Thompson report in the current *Lands Courier*, official publication of the bureau of lands:

"It will probably be necessary to encourage a few larger (rubber) estates in the beginning. Such estates would establish a market for small producers, aid in solving many of the technical problems which might arise in introducing rubber culture into a new area, and generally create a feeling of confidence in the future of rubber production in the islands." More is quoted, but this is enough for the point. There remains the task of crystallization of this common opinion.

LANDS POLICY CHANGED

We briefly note that the old policy of the bureau of lands, to oppose every application to register a private claim, has been discontinued, "and only where after investigation the land applied for registration (sic) is found to be really public land or to be occupied by public land claimants and applicants who derive rights of possession or otherwise (sic) from the government is there entered opposition on the part of the government."

In the case of small land claims, the bureau has even been more liberal, practically making no effort to oppose registration, especially where the areas involved are within the limitations prescribed for homestead or free patent."

AFTER FIVE O'CLOCK

G. T. Ussher of the Manila Table Products Company is putting a maple-cane syrup on the local market under the "Oh Boy!" brand. A sample of this syrup on the breakfast hotcakes proved excellent, a rival of genuine maple syrup, justifying encouragement of the new enterprise.

Samuel Untermyer, New York attorney and builder of a national notoriety by his tactics as special counsel for investigating committees, addressed the Rotary Club of Manila February 10, when his round-the-world ship was in port. He expressed fears that big business interests were trying to get hold of the islands, and said that while concessions should be granted they should be extended only as development took place. He lunched with Governor General Wood, too; in his interviews with the press he praised Wood's and Governor Smith's administrations. A friendly but analytical sketch of his career appears in the February *American Mercury*.

E. E. Eldridge, formerly head of the Far East division of the United States bureau of foreign and domestic commerce, has come to Manila again in the capacity of vice president of the Asiatic Selling Company, a new corporation with \$200,000 capital representing about three dozen American manufacturers whose lines are allied but noncompetitive. Head offices are to be at Shanghai and a branch is being established in Manila, the business to be both export and import.

Simon Erlanger, California capitalist, one of the founders of Erlanger and Galsinger in Manila, returned in Manila March 3 with Mrs. Erlanger for a visit here, the first since 1916. Manila's evidences of progress during the past decade disappoint Mr. Erlanger, according to his interview in the *Bulletin*, as does the attitude toward the United States.

Admiral (retired) William H. G. Bullard, who represented the Radio Corporation of America at the inception of its business in the Philippines and was recently in Manila again on a trip around the world, has been nominated by President Coolidge for the six-year term as one of the five radio commissioners under the new national radio control act.

A. Gideon, manager of the Metropolitan Water District, realizes the certainty of the usual seasonal water shortage this year and bespeaks cooperation of the community in conservation of the dry-season supply. Work progresses on the new storage dam at Novaliches.

M. J. Beaumont, Washington (state) newspaper man, was a February visitor to Manila, where he praised the press and opined that American sovereignty should continue for some time to come.

Charles Brooks, from San Francisco, is in charge of a linotype school in Manila which has many applicants for the course it offers.

Rear Admiral Austin M. Knight, U. S. N., died at Washington February 26. He once commanded the Asiatic fleet.

Dr. W. A. McVean died at his home in Fresno, California, February 25, survived by his brother, Arthur Donald McVean of Cebu, a sister, Miss Lydia McVean, well remembered from her long residence in the islands, another sister, married, and Mrs. McVean. Dr. McVean's career in the Philippines began with his post as surgeon on an Army transport in the early years of the American period. Afterwards he opened and managed, until it burned down a few years ago, the Los Baños Sanatorium—with its own peculiar fame in the islands' annals. He then opened offices in Manila and was house physician at the Manila Hotel. A wide circle of friends in the islands mourn his death, though it was known his health was impaired when he left Manila two years ago.

George W. Simmie has purchased the Derham Building on the port area, the first built there, dating from 1914 and costing \$330,000, from Derham Brothers, according to an

announcement by Charles Derham before his departure for San Francisco February 25. The price paid was not disclosed. The Luzon Brokerage Company continues to operate the building, which is of two stories, most favorably situated on the new waterfront, and covers a ground space 125 by 375 feet.

A. B. Cresap, head of the Luzon Brokerage Company, has been elected commander of the Philippine Department, United Spanish War Veterans. He succeeds E. Criss, whom the annual meeting commended for increasing the membership and organizing new camps.

E. E. Wing, manager of the China Banking Corporation, has been elected president of the University Club.

Walter Z. Smith, manager of the telephone company, has been elected exalted ruler of the Elks' Club.

Miss Luisa Marasigan of Tayabas and Manila was chosen queen of carnival this year by an international committee that had difficulty in choosing among the young women who were candidates. The carnival was successful in many departments, and attendance large, but the crowds were not spending liberally and the persistent criticism from certain defined quarters is surmised to have had effect. The stock show and fine arts exhibit were valuable new adjuncts.

Hamilton McCubbin, chief engineer of the Maao Sugar Central, died at Maao February 16 from burns received when he accidentally fell into a fermenting vat. He was 52 years old and is survived by Mrs. McCubbin and their three children, who live in Honolulu, where Mr. McCubbin had a long career in the sugar industry before coming to the Philippines seven years ago. Here he bore a high reputation in his profession and was universally liked. The funeral took place in Manila under Masonic auspices.

K. Yamaguchi, proprietor of the Fujiya Hotel, Miyashonita, Japan, is a Philippine visitor. He has extended hotel and restaurant interests

in Japan and has been enjoying the salubrious airs of Baguio.

Major General William Weigel, U. S. A., who has for several years been commander of the Philippine Division, U. S. A., is approaching retirement and left the Philippines on the February transport for the United States. His high post and his geniality had made him friends in the government in the islands. He is succeeded in command by Brigadier General Frank M. Caldwell, U. S. A., who remains for the present with headquarters at Fort Mills, Corregidor.

J. C. Rockwell, vice president of the Manila Electric Company, left Manila with Mrs. Rock well on furlough to the United States March 3, where, while in New York, he will endeavor to finance the project for operating the Malangas coal mines, known to be resourceful but now practically closed down after a loss of several millions sustained by the public treasury since the government initiated mining operations there.

Wm. J. Odorn, well known Manila contractor and builder, has proposed a plan for erecting a bridge across Estero Cegado which is reported accepted by the city engineer. The bridge when built will connect Dasmariñas with Plaza Santa Cruz. The width will be 17 meters, 11 for vehicles and three on either side for pedestrian traffic. Mr. Odorn is contributing ₱25,000 of the ₱45,000 estimated cost. Property values in that downtown section, now boasting a group of new concrete office buildings, will be favorably affected by the bridge.

John K. Butler, visiting the Philippines in behalf of Hawaiian capital in the sugar industry here, advocates extension of irrigation in the islands' sugar regions as a means of insuring greater cane production and regular crops.

John W. Mears has been elected commander of Manila Post No. 1, American Legion, succeeding Max T. Cavanagh of the International Banking Corporation. Mr. Mears is president of the Philippine Advertising Corporation.

MISS YULE'S FINE CHILDREN'S TEXT ON JAPAN



Miss Yule

Stories from Japanese History. Emma Sargent Yule; D. C. Heath and Company (In Manila, Philippine Education Company).

These are days when none of us can inform ourselves too well about our neighbors in the Far East, where the intricate and strong must be eased by every means possible while China is slipping into her place in the modern fabric of nations—many hands at the beams, and by no means all of them lifting and pulling in the same direction and wishing to make things fit according to a common plan. The nations, for their own peace and good, can never know too much of one another. Miss Yule has hit upon an excellent plan for the public to learn about Japan, in compiling and writing the series of stories from Japanese history. The age-old martial spirit is revealed among its flaunting banners. Not only this, but the causes for this martial spirit, how it was implanted, why it grew and flourished, are made clear.

So with spiritual fortitude, self-reliance, and the marked genius of the Japanese to cooperate for the common weal. The eclipse of the ancient era, the first effluent rays of the modern era, making its eclectic selection among the institutions of the West, and then the broader, broader light of the five decades—how remarkable, less than two generations!—that have lapsed into the bosom of time since the restoration. In 1871, Japan had not an ocean-going ship, nor the art and means of building them. At the end of the World War she was recognized

as one of the Five Powers.

Miss Yule's stories, covering the entire period from mythological times down to the present, afford abundant material for the character of the people who could padlock their insular empire for two centuries, and then, that episode in the background, fling it wide open, give the aggressive maritime nations of the world access to thirty-three ports without restraint—and still hold every island, gain great new areas, and achieve competence on the seas while undergoing revolution within the home borders and a complete renovation of all institutions from the schools up.

The book is obviously one for children, no doubt intended for high school supplementary reading. Grown-ups, however, will find it a book that charms with its simplicity and innocence from pretense, while it instructs marvelously by being profoundly true. It is, the present reviewer doesn't hesitate to say, the most accurate text he has ever read save those relating to the exact sciences. Japanese scholars praise it highly, as they should, but the source material available to the reviewer was not Japanese. If no child's knowledge of Japan went beyond the scope of Miss Yule's book, for his guidance as a citizen it would be enough; and for any adult wishing wider and more fundamental information about Japan and the Japanese, the book is a first rate foundation.

What a pleasure it is to record that Miss Yule is our neighbor. She is the head of the department of English in the College of Agriculture, University of the Philippines.—W. R.

The Manila Harbor Board has ordered a tower clock from New York for Pier Seven, which will be installed about the middle of the year for the general convenience of the public at the pier.

In the interests of the *New York World*, Mrs. R. R. Yates is visiting Cullion for first-hand material on the leper colony there.

(Concluded from page 9)

Navy, and were withdrawn from survey work. However, at the close of the war, full complement was again provided, and the work is progressing as fast as practicable.

It is with difficulty that an exact estimate of the time required for the completion of the survey can be made. The unsurveyed areas lie in far distant and unfrequented parts of the archipelago, where weather conditions, and the delivery of coal and other supplies are serious problems.

During the coming year, the steamer *Pathfinder*, the largest unit of the survey, will carry on work in Balintang Channel, north of Luzon, extending hydrographic surveys from Yaman Island southward to a junction with completed work on the north coast of Luzon.

The steamer *Fathomer* will continue survey work on the northeast coast of Luzon, between Polillo Island and Casiguran sound.

The steamer *Marinduque*, which is not adapted to off-shore work in the typhoon season, owing to her age and weak condition, will be employed in the Gulf of Davao, during the cessation of the northeast monsoon.

Of interest to those living in the interior of Luzon, it may be noted that the Coast and Geodetic Survey is cooperating with officers and surveyors of the Bureau of Lands, in establishing a geodetic control for the cormination of all land surveys in the Cagayan valley. They will establish an absolute permanent datum upon which all future land surveys will be based, a feature recognized as a great convenience by land-owners who in the past have had trouble in defining their boundaries.

Those inclined towards the scientific study of the subject of "floating continents" will be

interested to know that Manila was selected as one of the world longitude stations, in the recent determination of longitude by radio signals, directed by the Commission of Longitudes by Radio, International Union of Astronomy and Geophysics, with a chain of observatories encircling the earth. An officer of the U. S. Coast and Geodetic Survey was in charge of the Manila observatory established for that purpose by Foster McKinley.

Operations of the Coast and Geodetic Survey are carried on by joint appropriations of the United States and the insular government. The bureau is under the Department of Commerce and Communications of the latter government.

Last November, Lieutenant L. G. L. Van Der Kunn of the Dutch Navy journeyed through Philippine waters with the Dutch Submarine No. 23, of which he was in command, the submarine being on a gravity-study problem. The route was through San Juanico strait, between Samar and Leyte. At Tacloban, near the mouth of the strait, the commander stopped to pick up a pilot. None was to be had, and the tide began urging the submarine farther into the strait, which abounds in shallows, narrows and treacherous currents. Without a pilot the trip had to be made, Van Der Kunn relying entirely on the chart he had from the U. S. Coast and Geodetic Survey in Manila. The chart was so accurate and ample in every detail that the submarine encountered no mishap whatever. Upon arrival in Manila the Dutch commander made a call at the Coast and Geodetic office, expressed his gratitude and praised the work highly. He said only the extreme accuracy of the charts had brought him safely through.

"Buccaneers, the name given to piratical adventurers of different nationalities united in their opposition to Spain, who maintained themselves chiefly in the Caribbean sea during the 17th century.

"The island of Sto. Domingo was one of several in the West Indies which had early in the 16th century been almost depopulated by the oppressive colonial policy of Spain. Along its coasts there were several isolated establishments presided over by Spaniards, who were deprived of a convenient market for the produce of the soil by the monopolies imposed by the mother country. Accordingly English, Dutch and French vessels were welcomed and their cargoes readily bought. The island, thinned of its former inhabitants, had become the home of immense herds of wild cattle; and it became the habit of smugglers to provision at Sto. Domingo. The natives still left were skilled at preserving flesh at their little establishments styled *bucanas*. The advantages of *bucan*—canning from the natives; and gradually Hispaniola became the scene of an extensive and illicit butcher trade.

"The Spanish monopolies filled the seamen who sailed the Caribbean with a natural hate of everything Spanish.

"The pleasures of a roving life, enlivened by occasional skirmishes with forces organized and led by Spanish officials, gained upon them. Out of such conditions arose the *buccaneer*, alternately sailor and hunter, even occasionally a planter, roving, bold, unscrupulous, often savage, with an intense detestation of Spain.

"As the Spaniards would not recognize the right of other races to make settlements, or even to trade in the West Indies, France, England and Holland would do nothing to control their subjects who invaded the islands. They left them free to make settlements at their own risk." (And, with the Constitution, this would have been the sequel in the Philippines, a movement of both Americans and natives and a boon to the islands). Buccaneering by the French and British in the Caribbean thrived; they made settlements on St. Kitts and St. Christopher "and gave encouragement to their countrymen on Sto. Domingo. *** A storehouse secure from the attacks of the Spaniards was required. The small island of Tortuga (northwest of Hispaniola) was seized for this

purpose in 1630, converted into a magazine for goods of the rivals, and made their headquarters, Sto. Domingo itself still continuing their hunting ground."

So the hearty tale runs on.

"Their history now divides itself into three epochs. The first of these extends from the period of their rise to the capture of Panama by Morgan in 1671, during which time they were hampered neither by government aid nor, till near its close, by government restriction. The second, from 1671 to the time of their greatest power, 1685, when the scene of their operations was no longer the Caribbean, but principally the whole range of the Pacific from California to Chili. The third and last period extends from that year onwards; it was a time of disunion and disintegration, when the independence and rude honor of the previous periods had degenerated. *** It was chiefly during the first period that those leaders flourished whose names and doings have been associated with all that was really influential in the exploits of the buccaneers—the most prominent being Mansfield and Morgan."

But the names of leaders Sawkins, Sharp and Watling are added in establishing the buccaneers on the Pacific, after a successful land campaign of 300 of them across Panama and the seizure of ocean vessels in that city's roadstead. "Never short of silver and gold, but often in want of the necessities of life, they continued their practices for a little longer; then, evading the risk of recrossing the isthmus, they boldly cleared Cape Horn and arrived in the Indies. Again, in 1683, numbers of them under John Cook departed for the South Sea by way of Cape Horn. On Cook's death his successor, Edward Davis, undoubtedly the greatest and most prudent commander who ever led the forces of the buccaneers at sea, met with a certain Captain Swan from England, and the two captains began a cruise which was disastrous to the Spanish trade in the Pacific.

"Their buccaneers—great importance in history lies in the fact that they opened the eyes of the world, and especially of the nations from whom these buccaneers had sprung, to the whole system of Spanish-American government and commerce. *** From this, then, along with other causes, *** there arose the West Indian possessions of England, Holland and France."

The cigars and liquors, gentlemen. The ladies have withdrawn. A hearty chorus, then, altogether: "Oh, the buccaneers were hardy peers!"

—W. R.

THE BUCCANEERS: THEIR DESCENDANTS

The buccaneers, who wore leather *britches* and possessed such astounding virility, are so famed in the sagas Americans were wont to rehearse in lusty choruses in earlier years in the Philippines—when almost every town of consequence in the islands had its group of hardy American pioneers—that it will surely be of more than passing interest to many readers of the *Journal* to note what became of the buccaneers and something about their descendants.

"Upon the island of Saba," remarks a paragraph in *An Ethnological Potpourri*, written by Arnold Hollriegel for *Berliner Tageblatt* and quoted in the *Living Age* of January 1, "Upon the island of Saba (West Indies, of course), which is an isolated volcanic cone not far from Porto Rico, the inhabitants are exclusively whites—freckled, blonde and blue-eyed. They live in the crater of the volcano, and catch the ocean only when they climb up the rim. Nevertheless, they are the most famous boat-builders of the Antilles. They are ruled by a Netherlands governor, but they speak only English, and are the descendants of the old buccaneers."

To the editor, this was only the hors d'œuvre, a cocktail and caviar—something to enliven the appetite. He therefore turned with avid curiosity to the *Britannica*, to learn:

"A few miles northwest of St. Eustatius is the island of Saba, five square miles in extent. It consists of a single volcanic cone rising abruptly from the sea to the height of nearly 2,800 feet. The town, Bottom, standing on the floor of an old crater, can only be approached from the shore, 800 feet below, by a series of steps cut in the solid rock and known as the *ladder*. The best boats in the Caribbees are built here; the wood is imported and the vessels, when complete, are lowered over the face of the cliffs. The population in 1908 was 2,294. The islands, St. Eustatius and Saba, form part of the colony of Curacao."

This was the fish course, and led on to—

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Spending Twenty Millions on Irrigation

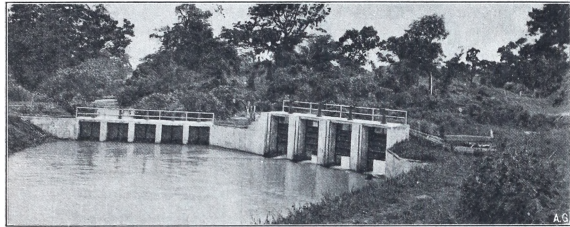
Past and Present: A Public Works Report on the Work

The government program of irrigation construction in the Philippines was embarked upon with two main purposes in view: First, to increase the production of rice, the staple food of the Filipinos, sufficiently to obviate the annual importation of rice which, during the last two decades, averaged 180,000 metric tons valued

General Description of Irrigated Districts

on the projects to great centers of population. They are traversed by first class roads, and many of them by railroad lines also.

ive cultivation and are provided with good facilities of transporting the products raised



Settling Basin and Sluiceway, Talavera Irrigation System.

at P12,100,000; second, to prevent the failure of rice crop on the irrigated land during droughts which occur once or twice in five years.

The program contemplates placing under irrigation 160,000 hectares of rice land with the proceeds of the sale of bonds amounting to P20,000,000 authorized by the Philippine Legislature in March, 1922, in addition to the amount of P3,297,000 appropriated from current government revenues from 1911 to 1921. It was estimated that the increase in production of this area of 160,000 hectares of rice land would cover the shortage in the islands' production of rice, making them self-supporting as regards this staple food.

As a result of the irrigation construction program, there are now in operation, 18 irrigation systems, distributed in 12 provinces, which serve an area of 66,856 hectares, completed at a cost of P12,908,357. Of this total amount, P4,413,606.70 were set aside by annual appropriations from current revenues of the insular government; P2,560 from municipal funds; and the remainder, P8,468,750.30, from the proceeds of the sale of P20,000,000 bond issue.

The Peñaranda River Irrigation System in Nueva Ecija Province is under construction and will be completed before the irrigation season in 1928. It will serve 18,000 hectares of land and will cost approximately P2,700,000.

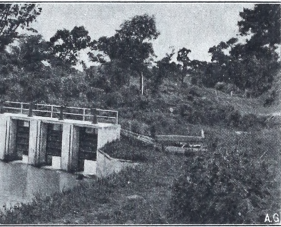
Extension of the Talavera and Sibalom-San José irrigation systems are now underway. These extensions will place under irrigation an additional area of approximately 1,500 hectares and are estimated to cost P80,000.

It is planned to start before the end of the year two new projects, namely, the Tarlac River Irrigation Project in Tarlac Project, and the

Pampanga River Irrigation Projects Under Project in Nueva Ecija Province. These projects will serve about 42,000 hectares of land and will be completed at a cost of approximately P7,500,000. These two projects together with the contemplated extensions of completed projects will practically exhaust all the funds appropriated to-date for irrigation construction.

Other projects are under consideration. It is proposed to finance these projects with the collection of annual irrigation charges from the completed projects.

All irrigations systems have been built in thickly settled districts that are under inten-

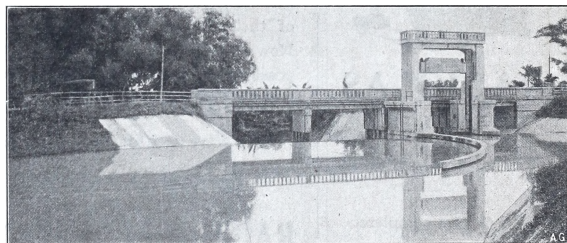


The landholdings are very small, less than five hectares on the average. There are only a few farms having an area larger than 100 hectares. The value of the lands irrigated ranges from P500 to P2,000 per hectare, the average being about P1,000. The average cost of systems is P193 per hectare.

The lands irrigated are, as a general statement, flat. They are mostly located in the plains of Central Luzon, along the west coast of Northern Luzon, and in the plains of Panay Island.

The principal crop grown on lands irrigated by the systems is rice. Sugar cane, corn, tobacco, mongo, peanut, and garden truck are also raised but only to a very limited extent.

On every project, there are two irrigation seasons: the wet and the dry season. In the wet season, the principal crop grown is rice. This season begins in May or June and ends in November or December. The rainfall during this period increases from the month of May to July



Wasteway and Gate (With Road Bridge Overhead), Main Canal, North Gate, Angat Irrigation System.

and August, the two months of heaviest rainfall, and decreases to a very small amount during the months of November and December. Sufficient rainfalls during the rice growing period, but it is not well distributed, making irrigation necessary to raise the maximum crop of rice.

The deficiency in the rainfall becomes generally acute in October, November, and December. The dry season begins in January and ends in March during which there is a very limited water supply in the rivers. The water supply available for most of the systems is not sufficient to mature a second crop of rice planted on the

A SUMMARY

Prior to 1926 there were thirteen irrigation systems serving 28,045 hectares of land. They cost P6,348,357. During 1926 four more irrigation systems were completed. They placed 33,000 hectares more under irrigation and cost P7,014,769. This is the largest area brought under irrigation in any one year since the inception of the government's irrigation-system program. Three more projects are under construction. The combined area to be irrigated is 27,000 hectares and the estimated cost is P5,766,000.

It is proposed to begin construction on the following projects this year:

Amburayan system, extension, 1,200 hectares, cost P260,000.

Angat system, extension, Bulacan; 3,600 hectares, cost P380,000.

Sibalom San José, extension, Antique; 1,000 hectares, cost P65,000.

Taughin system, extension, Ilocos Sur; 500 hectares, cost P70,000.

Tarlac system; 25,000 hectares, cost P4,200,000. This Tarlac system, one of the largest ever undertaken, embraces the districts of Tarlac, Gerona, Paniqui, Ramos, Pura, Victoria and La Paz, the population of which was reported in the census of 1918 at 84,880.

entire irrigable area, but is usually sufficient to mature dry season crops, such as sugar cane, peanuts and garden truck.

Depending upon the method of financing and administering the irrigation system, they are classified as insular, municipal, and special systems. Insular irrigation systems are those built in accordance with the Irrigation Act and are

entirely financed by the insular government. The cost is reimbursable by the landowners benefited in equal annual installments with 4% interest within a period not exceeding 40 years from the date of completion. For projects undertaken after March, 1922, the interest has been increased to 6% and the number of installments reduced to 20. The completed insular irrigation systems number 14 and, with the exception of one which is administered by the bureau of lands, they are all operated and maintained by the Bureau of Public Works.

The cost of operation and maintenance, which

is estimated at about P3.00 per hectare, and insurance which is 2% of all the other annual charges, are also collected yearly from the landowners benefited. The total annual charges vary from P8.72 to P21.25 per hectare.

The municipal irrigation systems are administered by the municipal council of the towns wherein they are located. Two-thirds of the cost of these systems was furnished by the insular government and one-third by the municipal council concerned. There are only two municipal irrigation systems in the islands, namely, the Ayala and the Santa Maria systems in Zam-

boanga, which have been completed at a cost of P40,000 and serve 614 hectares of land. The landowners benefited pay an annual charge of P2.00 per hectare. The Dipolog system was started also as a municipal irrigation project but was later financed as an insular irrigation project after the failure of Dipolog to set aside its entire share of the cost of the system.

There are two special irrigation systems, namely, the Trinidad Irrigation System in Benguet sub-province, and the San Miguel Irrigation System in Tarlac. The first was built under special authority granted by the Department of Commerce and Communications and serves a portion of the government lands administered by the Trinidad Farm School, besides other private lands in the Trinidad valley. The system is administered by the superintendent of the school.

The San Miguel Irrigation System was built under a special contract with the Compañia General de Tabacos de Filipinas, which has recently obligated itself to pay the government annually P29,000. This amount represents 4% on the net investment in the system. The canal system is administered by the company under the general supervision of the Bureau of Public Works, except the first 3 kilometers of the main canal and the headworks which remain under the immediate control of the said Bureau.

The irrigation construction program is entirely financed by the government. With the exception of the municipal irrigation systems, *Economic Aspects of Irrigation Construction* which are partly built with municipal funds. Insular funds are used in the construction of irrigation systems.

Construction of municipal irrigation systems was discontinued in 1922, as no funds have been set aside for projects of this nature.

The cost of constructing irrigation systems has been on the average P193 per hectare, whereas the average value of the land benefited upon which the cost of the system is a lien is approximately P1,000 per hectare. Hence, the lands irrigated constitute a sound security for the investment made in the construction of systems.

Data from projects that have been in operation show that the increase in yield, as a result of irrigation, is about 30 cavans per hectare for the rainy season crop only. Assuming a

conservative increase of 20 cavans per hectare, and the conservative price of P3.00 per cavan, the additional income that the farmer derives from irrigation is approximately P60 per hectare for one crop. The annual charges of P8.72 to P22.26 per hectare, which the landowners pay during 20 to 40 years is, therefore, a little over one-third to one-seventh of the farmer's additional income.

The benefit that the government derives from irrigation includes the resulting increased revenues from business, railroad traffic and land taxes. The expected increase in production in the newly irrigated districts will reduce by more than one-half the average annual importation of rice unless the production of rice in other sections of the country falls below normal.

In Sulu last year 11,379 parcels of land under private title were assessed at a value of P3,869,750 and P38,202.45 taxes collected at 1-1/8%.

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The Old Spanish Friars: Their Monuments

By PERCY A. HILL

The Spanish friar is not always accorded his rightful place in men's opinions. This is true in respect to many Americans, and more generally in respect to Filipinos. The work of the friars is, however, behind them in the Philippines, where as time spreads its mantle of understanding and tolerance over the period preceding cession of the islands to the United States, the friar is becoming more comprehensible. Growing knowledge and tolerance show us that many of the stories retailed to the credulous belong in the category of propaganda. Moreover, no community of individuals is perfect. No country lacks its drawbacks, no religion is ideal, as no rose is without its thorns.

Humanity is too prone to judge by exceptions, when the rule is the true index. We in our day cannot estimate the Filipino from the polished few educated to shine, any more than we may justly condemn, for the sins of the few, the missionary friars who were our predecessors down through the centuries in inculcating in these islands ideals of progress and of civilization.

The basic motive of Castilian domination of the Philippines was not commerce or exploitation, but the salvaging of human souls. The islands were in fact governed as a Christian mission for nearly four centuries. The friar was the outward semblance and manifestation of government; it is due to his efforts that the Philippines became a Christian country, the only one in the Orient. If we were to eliminate the friar over this long period, we should find that the Filipino of today had neither his name, his culture or religion; he would be, on the contrary, one with his Malay brethren in Borneo. We may even recall that when Legaspi anchored his caravels in Manila bay, the chiefs exhibiting the more advanced rudiments of civilization were not native to the Philippines but were Borneo chiefs professing the cult of Islam, who had subjected the Tagalogs to their rule by right of kris and shield.

The very words that nowadays in Manila signify baptism and church are but Tagalog terms for circumcision and mosque; and Mohammedanism remained in the communities along the shore of Manila bay for fifty years after the conquest.

Visitors traveling in the Philippines are astonished at the massive stone churches and monasteries, the conventos, often in crumbling antiquity, that dot the archipelago from Aparri to Davao—the most prominent and imposing structures extant even today. These temples erected to the God of the Christians are the work of the indefatigable friar, who was teacher, architect, mason, carpenter and painter as well as priest and missionary. The friars also built innumerable roads, bridges

and irrigation systems that still exist and are permanent utensils of the people. They caused watchtowers and fortresses to be erected on the exposed coasts, where, save for these defenses, Mohammedan pirates might land, sack the settlements and carry the youths into captivity; and having had these built, they garrisoned them with their parishioners, so that whole projects of this kind were completed and administered without the outlay of a penny of public taxes or royal revenue.

In the early years of the 19th century, to cite a typical instance of the redoubtable character of the friar, under the leadership of their Augustinian priest, after having been aroused by his sermon, the people of Batangas attacked and captured a French frigate and turned it over to the government as a prize. (It was when the rise of Napoleon threatened French seizure of the islands. Augustinian records of the period disclose their liberal cash contributions to the impoverished public treasury, so that the islands might be put into a better state of defense.)

The travail of the friars never ceased until they had brought the people *under the bells* and settled them in communities round the

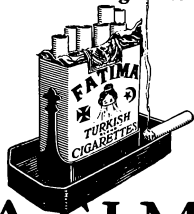
churches. It may be doubted whether any but these devout Spaniards could have converted to Christ an entire oriental people. Certainly no others succeeded, nor have they succeeded yet, in spite of modern urges.

With the Spaniard, given his peculiar Iberian complex, the church was the prime instrument; its struggles with the state or secular authority are matters of history. It is true that because of this policy, Spain at last lost the islands. The fervor and devotion of the earlier centuries is said to have waned in later times; antagonism was provoked by the lax and meddling element of the closing decades of the 19th century, which did much to alienate the people's loyalty. But incipient displeasure was fanned to fervor heat by the politicians of the day, who are never wanting when such opportunities offer.

Unfortunately the people as a whole recall the preachments of this period of climax, and forget the benefits bestowed upon their forbears by the barefoot frugal friar who was the exponent of Christ's doctrines in the islands up through the centuries. Even so, too, it is now becoming the fashion to belittle the accomplishments of America here.

Differ with them as one may on creed, there can be little but admiration for the old friars who were true soldiers of the Cross in this wilderness of the East. In those distant days, little but hardship, labor and scanty subsistence was the friar's recompense; he truly bore the Cross as a prerequisite to the crown; this long before the Pilgrims landed on the stern

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and rockbound coast, or John Rolfe married Pocahontas. Here in the Philippines the doughy friar founded agriculture, introduced new crops, fruits, vegetables and plants, and added to the religion of Christ the laws of Rome and the culture of Europe. Patient, daring and indomitable, the friar endured every sacrifice willingly; torture, slavery and death, and the moving accidents of flood and field.

The conquest of the Philippines was not effected by pike and smoking arquebus, but by the missal, the rosary and the girdle.

Many of the friars were of noble blood, the heirs of far-reaching ancestry; yet their dauntless hardihood put to shame the bravest sons of the sword. There was no civil list, no alms but the meager fare proffered by the untutored neophytes; there were no mines of gold and silver from which to draw wealth. The field which beckoned these sturdy forerunners of civilization was no fabled El Dorado, no oriental country of luxury and ease, no empire like that of the Montezumas or the Incas, but a wild and savage archipelago, half the world away from the land of their nativity—vast wastes of forest where mountains silent with primeval sleep; rivers, lakes and swamps—an ocean of wilderness mingling with the sky.

The memorable but half-forgotten chapter of the early friars (and the Jesuits too, of course) in the Philippines, is chiseled in stone in every hamlet; their imperishable monument is the creed of the people. How often they laid aside the cassock and grasped the sword to defend their flocks from pirates of Sulu and Borneo, who, sweeping the narrow seas with their proas, carried fire and sword to all who had sought Christ and abandoned Islam.

Many friars and Jesuits were killed, or enslaved and put to the torture, yet there were no apostates of a religion that had endured through so many centuries. In the dusty archives of the orders we can read of the host of martyrs who laid down their lives for their faith, and in this way stimulated their converts to hold fast in the new belief. Clangorous bellies often apprised the people of the approach of the baleful heretics, the Dutch or the English. These free lances on the sea threatened more than once the islands' coasts, and the people remained loyal to Spain not because of the valor of the soldiers, but because of the friars' militant exhortations.

The churches, massive, exalted, graceful, were the neophyte's first lessons in a visible culture. Future times will bootlessly emulate the inspiration the friars imparted to the people to build spacious and lofty temples to their new faith. In an epoch when vulgar violences and ruthless destruction were concomitants of the most advanced civilizations, these temples with their aspiring towers were indeed harbinger of hope. Friars familiar with the chisel, the mallet and the brush, patiently instructed in the decoration of the churches—thus introducing the people to the craftsmanship of modern times. When the friars' native ingenuity fell short of the task, master craftsmen were enlisted from China. Within the walls of the old churches the humble and haughty alike enjoyed equal rights, equal privileges. Within these holy sanctuaries even he who was charged with crime was secure, and the arm of secular justice was stayed until the fellow's guilt or innocence was proved.

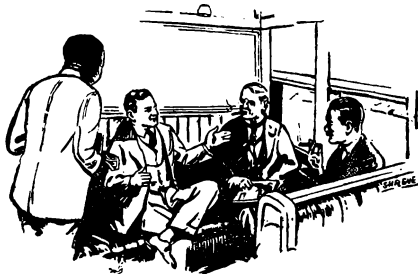
To clothe the naked, feed the hungry and redeem the criminal were part and parcel of the friars' labors. A lofty task, truly. Despite the few who fell short of the mark, how much there is to admire in the 300 years of sustained effort. None builds today a church such as the old friars built everywhere in the islands. The people's consolation to the hallowed shrine is not what it was of old, under the exhortation of the sandalled priest. Why? Perhaps not because new creeds have come, but because the struggle for existence is more demanding. Frivolity, too, claims its share of the purse; the old days of contentment with little, of simple living, are gone.

Those opposed may orientate their arguments as they will, yet all their accusations will not make it appear that the friar came to the islands seeking gold, or lured by power. The gold

was not to be had, while fame could be garnered nearer home.

The friar came with the zeal of the crusader who believes Providence has called him to enlighten, teach and redeem that which he accounts a priceless treasure—the soul of men. His devotion manifests itself in the morals and ethics of the native people; the end, he will say, with his compeers, the Jesuits, does justify the means. Under obscure slabs of stone, in many unknown graves, rests the dust of the early

Spanish friars, the builders in stone, brick and temples now become the ghostly ruins of their granite of many mighty hopes. The vine creeps up the gaunt and naked belfry tower, the untaught jungle clutches at the nave, while carnival of beastly things above the vaulted ceiling causes nocturnal disquietude and boding fear in the village, sunk into a tropic lassitude from which no hearty voice of leadership redeems its flagging energies. But the doctrine, the Christian faith, inculcated by the friar, remains.



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An Evening Reverie of Philippine Peasants

By WALTER ROBB



AG

Where transportation has made the innovation practicable, in the central Luzon rice valley the crop is handled as shown on the front cover this month. The tractor and light separator do the threshing, the truck the hauling. It is a gratifying step forward from conditions depicted in the picture above and the dialogue below, still far too common in the islands.

Girl: There is gold in the sunset this evening.

Mother: Aye, and gold in the harvest: this God's benediction upon us.

Father: Idle women's words! "Gold!" "Beautiful world!" Bah! Where is the gold? Where is the beauty? Once it was in your faces, this beauty, but it very early left them. See, the gold you saw in the sunset has already turned to graying dusk. Where are your gold and beauty, I say! Where are they?

Mother: In the harvest, father.

Girl: And in the sunset glow, father; it is God's benediction upon us.

Father: No; they are not in the harvest, nor in us, the harvesters; nor are they in the sunset. God does not pause to bless such poor creatures as we are. We are creatures of our *amo*—and do you think we will bless us?

Mother: Well, with all this harvest of rice, made by our labor and God's timely rains and sunshine, we shall be free from the *amo*. Next year we shall work for ourselves.

Father: Idle women's words again! Will you never learn from your flail handle? Forty years you have been to school with this harsh master, and yet have not learned his first lesson.

Girl: Talk less in riddles, father dear.

Father: I am talking in figures, not riddles, my weaking daughter.

Mother: The rice will be 200 cavans, no less; and it is the biggest harvest we have ever had.

Father: No less than 200 cavans—at one peso a cavan?

Mother: Why do you say that, Gorio? The market is three pesos. It may go even higher.

Girl: Oh, I am sure it will go higher! I am sure God has heard my prayers! I am sure, sure of it! I see his promise in the rainbow! Look!

Father: No need to look for God's promise in rainbows. Look for premonitions of storms there, and go and cover the rice bins. It is our promise in the *amo*'s book you must look to.

Mother, Girl (in alarmed tones): Our promise in the *amo*'s book? Who made it?

Father: I did, to be sure. Who else, pray, would make it?

Mother: Are we in debt again, father? Tell us the truth.

Girl: Yes, tell us the truth—here, now. Why are we in debt this year, when we have all worked so hard?

Boy: Ha, ha, ha! Tell them, father! Ha, ha! Why are we in debt this year? It is only my 20th year, so it is only the 20th year that I know we have been in debt.

Father (unabashed): Well, there was the baby's funeral.

Mother and Daughter (crossing themselves): Ah, yes! The baby's funeral! (Mother choked with sobs, and coughs, hiccupping a red stain that falls upon the rice stubble at her feet.)

Girl: But brother made the coffin: the whole expense was but ten pesos—and I did the washing at the *amo*'s house for two months afterward.

Mother: And I washed too, before the baby came, and served for the *doña* and her children.

Father: You women are my despair! You know it is in the bond that we all work for the *amo* when we are not in the fields.

Mother: Yes, it is true; but I thought...

Girl: He told me he would pay me for the work. He talked to me—that day the *doña* went to place the children in the convent—he used soft words and told me I might stay at the house always and get good wages, only...

Father: I heard his words! I had followed you two to the mango tree where you talked; and that's why I wouldn't let you when you begged so hard the next morning. It made the *amo* angry, and of course he credited you with nothing—just shook the bond in my face. With him, it was either the bond or my daughter. I would not sacrifice you...

Girl (comprehending at last): Father! (embracing him)

Mother: Then we still owe the ten pesos; that is only ten cavans out of the two hundred we shall have.

Father: No; we owe more, more than we can pay. After I quarreled with the *amo* over Maria, he feared we would leave him—thought we might go, I suppose, to Nueva Ecija and try homesteading. So he played it very nice with me for a time. He let me have money for the

sabuñgan, all I wanted to bet... I wanted so much to win! Win big! Win like the *amo* always does! Then, indeed, we should have gone to the homestead country—should have been free!... I lost... Later I found it was crooked betting... And the *amo* shook the bond in my face again... (Breaks off suddenly, works feverishly for a moment, then gazes balefully at the glory fading in the western sky. The women watch him, to sense his changing moods. At last he turns to his work again; he pours a basket of winnowed rice into the bin and brings the empty basket back to the women.)

Mother: Then you were not working at the *big house* all those Sundays?

Father: No; I lied to you; I was gambling. The fever rose in me like a plague in the blood. I could not resist.

Mother: I know, I know. You wanted to win, for us. How much did the *amo* let you have for this gambling?

Father: Two hundred pesos.

Mother and Daughter (aghast at the debt saddled upon the family): Two hundred pesos! Father! (He is silent, brooding.)

Mother: At what rate, the same as in the old bond?

Father: Yes, at the old rate, one cavan of paly for each peso—delivered to the *camarin* at harvest time.

Girl (hand on mother's shoulder and gazing into the west, where the dark has come and a storm is gathering): And this is harvest time!

The several (father, son, mother and daughter watching the storm, against which they must cover the rice): Harvest time! Ah, yes! (Look into each other's eyes, reading unspoken thoughts.)

Father: But there is no gold in the harvest, I tell you.

Mother: No, father: no gold in the harvest—this year. Maybe next...

Boy: Ha, ha, ha! Mother! (Ejaculating which, he falls to work again, making a palm cover for the rice bins.)

Girl (aside, musing aloud): And no gold in the sunset... no benediction... no hope... Oh! (louder, ringing her hands helplessly.)

Father: Daughter, what was the prayer you wished God to answer?

Girl (turning her distracted gaze toward him and gradually regaining self-control): It was for the younger ones, father: I wanted them to go to school... to have chances I could not have... to learn...

Father: Well, they shall learn here. Son (addressing the stalwart *yoko*), whittle out some more flails this evening. Rosa is fifteen—that for her may be made almost as heavy as Maria's or mother's.

Boy: Yes, father: I'll whittle them out right enough. Here, help me get this damned thing over the rice bin, will you? It will be raining in an hour! Mother! Sister! Lend a hand here, all of you, quick!

Father (tugging at his corner of the palm cover to the bin, and making it fast with a rattan tie): Well, it isn't very strong, son, but 'twill do. Tomorrow we'll begin hauling. The women can finish the threshing. If it rains enough we must get the plows out. Get a torch made, son; we must find our way to the hut. The children are waiting for their supper. I'll hitch up the carabao... Pile in the baskets, mother... Ready? Hurry up, Maria, girl. The rainbow's gone, so don't be searching for your pot of gold at the end of it.

Boy: Ha, ha! Peasants' jokes are always edged with iron, aren't they? Can you tell me why, sister?

Girl: Not tonight, brother. Don't plague me tonight. My shoulders ache. I'm tired. I'll lean against your back and go to sleep.

Boy (roughly but graciously): All right, but don't joggle off the cart. (Squares round on his sister may lean against him: and, bamboo torch, burning fitfully, storm approaching, baskets and flails about them, they drowse on the cart-bed while the carabao drags it homeward.)

Nomenclature: *amo*, master; *sabuñgan*, cockpit; *big house*, the planter's mansion, in the midst of the surrounding fields; *camarin*, granary or warehouse; *cavan*, measure of 97 pounds.

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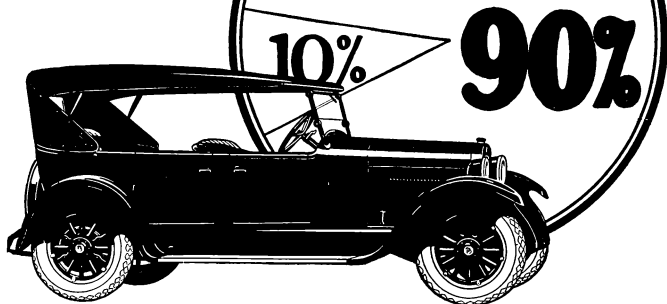
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Agriculture and the Burden of Debt

By John E. Wallace

During twenty-eight years of American occupation in the Philippines there has been no effective attempt toward a thorough

and comprehensive de-tailed survey of the economic condition of the

Let the Two Speak
 and comprehensive de-tailed survey of the economic condition of the tao, such as Darling has secured for the Indian peasant. Darling's results are highly illuminating and provide for the first time a sound basis for developmental procedure. Some small groups have been investigated in the Philippines, but the immediate rejoinder is that these do not represent the average condition. There is the most urgent need of a survey comprehensive and inclusive enough to afford a true picture of the average condition, since all developmental projects must be built on the average actually existing condition. The general attitude toward debt is very much the same in the Philippines as in Panjab.—DEAN BAKER.

Mr. Malcolm L. Darling, I. C. S. of the Co-operative Department, Panjab, has written and has had published during 1925 a book entitled, "The Panjab Peasant in Prosperity and Debt". The basis of Mr. Darling's investigation and findings is a study of the liabilities (including debts) of 55,308 cases, these individuals being members in 2,106 co-operative Credit societies, scattered over the whole of the Panjab.

The author deals with the Panjab in its main divisions and as a whole, bringing out contrasts and similarities. The book is packed full of interesting information and opinions of a kind to the reader in touch with the life and thought of rural Panjab in a new way. From the meagre information at hand it is generally thought that the Panjab farmer is more heavily in debt than the peasant of any other province. Even if this is so, though, the difference is likely so small that the conditions as disclosed in the Panjab may well serve as an index of those of India as a whole.

This article is no attempt to give a thorough digest of this book, but rather to give wider publicity to a few of the outstanding facts disclosed, together with some supplementary observations of my own.

The survey disclosed the fact that for the Panjab as a whole only 17 per cent of the peasants are free from debt; the average indebtedness being Rs. 463 per indebted proprietor. "In 1921 the average mortgage debt of the country was to be 34-1/2 crores, which means that the total debt is 77 crores, mortgage debt being 45 per cent of the whole. To be on the safe side we may put it at 75 crores, which is 15-1/2 times the land revenue. * * * The land revenue demand absorbs about one-fifth the net income of the land. Accordingly a multiple of 15-1/2 means that the average proprietor's debt is equal to about three years of his net income. Viewed thus the burden can hardly be regarded as light."

As the author then adds, "On the other hand if debt and sale value are compared then the burden can hardly be regarded as heavy, for in the last five years (ending 1922) the average price fetched by land amounted to 204 times the land revenue payable upon it." He adds, however, "It is fairer to express the debt in terms of net rather than of sale value, as the latter is notoriously inflated and bears little relation to yield."

It is pointed out, though, that from the western standpoint for a province containing 21 million people the total indebtedness is small. Figures are presented from a study made in Prussia in 1902, which show that Prussia with a population

only one-third of that of the Panjab had a total debt of 563 crores against the Panjab's 75 crores; that the average indebtedness per acre was four times as great and the average indebtedness per proprietor was 20 times as great as in the Panjab.

From these bare figures it would look as though the condition of the Prussian peasant is much worse than that of the Panjab peasant; but such is not the case. "It is one of the complexities of the subject that debt may be as much an indication of prosperity as of poverty."

Regarding the matter of debt then, there are at least two important factors to be kept in mind. The first is that a poor person or a poor country cannot bear the burden of debt.

Purpose of Debt Important
 upon credit. The average holding in the Panjab is about 8 acres; in Prussia it is about 82 acres or ten times as large. In the Panjab the very density of the population works against credit for it is a large factor in splitting the land into small holdings. Agriculture is always a gamble with the elements. Where holdings are small the margin of safety is almost nil and one off year may spell ruin to the farmer.

The second consideration is that of the purpose of the debt. In the Panjab less than 5 per cent of debt is for land improvement, or in other words less than five per cent is for investment of this kind. Probably 33 to 50 per cent is due to compound interest and the vicious system of money lending, and much of the remaining percentage is debt for unproductive purposes.

The author lists four basic causes for indebtedness, together with others less important. They are:

- Small holdings, due to over-population and inheritance laws and customs which split the land into fragments.
- Improvvidence and insecurity of position in the face of drought and pests. The people are more improvident and wasteful than they are extravagant or given to vice.
- Constantly recurring losses of cattle from diseases and drought.
- Social obligations, such as cost of marriages, religious ceremonies and hospitality.

Other important causes of debt are: Lack of any supplementary industry or occupation on the part of most, by which the income may be augmented or the hard time tided over; cost of litigation and the inability to withstand even a little prosperity; and consequent extravagance when there is money in hand.

When we think, then, of the small holdings of land, of the recurring drought and disease affecting both man and animal, of the loss of crops through pests, and burden of social obligations, to say nothing of numerous lesser factors, is it any wonder that the average Indian peasant is weighed down with debt? External factors all seem to be against him. I believe, though, that any consideration of the problem of debt in India must take into account also the attitude towards debt that prevails here; the psychological background.

Certainly the westerner as he comes to know India and her people is struck not only with the prevalence of debt but also with the lightness with which it is assumed and with which it rests on the debtor. Not only the untutored peasant but men of education and position borrow heavily without assets to cover the debt, and let it run on indefinitely apparently without any concern, until called to account. Apparently debt is not thought of as a moral obligation and it seems to carry but little of the fear that many of the West attach to it.

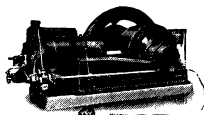
It is only when one lends money in either a large or small way that one comes to understand the *bania's* and *mahajan's* side of the matter.

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Attitude Must Be Changed

I know of a cooperative credit society which two or three years had defaulted in its payments although efforts had been made regularly to collect the money due. Recently when threatened with court action and harsh words were used, Rs. 150 were produced on the spot, much to the surprise of those demanding the money. This surprise was followed by another when one of the members naively stated that they could have paid the debt long ago if they had been forced to do so. We wrestle, in fact, not only with adverse external conditions but with the debt habit and an ingrained indifference to debt. In view of this fact an abundance of money at low rates of interest will not save the Indian peasant. As Mr. Darling says, "There is no greater danger to the uneducated farmer than cheap credit or the power to borrow money at low rates of interest, a fact that many have learnt to their cost." And until a new attitude towards debt is developed all attempts to help the Indian farmer through cooperative societies or other loan agencies must include the strictest supervision, otherwise only disaster will result.

In addition to the need of a changed attitude towards debt the Indian farmer will have to reverse his ideas regarding saving. In the last

Easy Attitude Toward Debt

analysis whether a man saves money in banks for the rainy day ahead, or whether he saves money to pay a debt incurred in connection with a rainy day already past, the process is the same: something must be saved out of the income, even though in the latter case it is only to pay the interest on the debt. The time element here, though, makes all the difference in the world. The man who saves money and invests it for a future need is an independent and free man, and his own strength is augmented by the savings which begin to work for him by drawing interest. On the other hand the man who saves to pay off a debt is a slave to his creditor and until the debt is paid it continues to multiply interest against him. In the former case savings are always enhanced, interest accruing, but in the latter savings are always discounted by the interest that must be deducted. It might be said to be axiomatic that a man must save, and that being the case he might as well save first as last. Yet few seem to realize this. Certainly it has not been the Indian peasant's conception of the matter. And it is right here that a reversal in thinking must take place.

This is what the cooperative movement strives to attain. Many of the cooperative credit societies as primarily loan agencies. Such they are but their chief value to India will lie not in their service to the farmer in providing capital at reasonable rates of interest, but rather in teaching him to save before the day of need and to invest. This is first of all done by forcing the members to buy shares. This is undoubtedly the most revolutionizing element in cooperative society work; it aims at implanting

a new conception in the mind of the Indian farmer. The many thousands of societies scattered all over India testify to the fact that success is being achieved. It will take time, though, for these new ideas and attitudes to take root.

TAXES MAKE MORE TROUBLES

The wide-spread opposition among the masses in Mindanao and Sulu to the collection of the land tax is becoming a serious matter. We believe that this tax, or rather the manner in which it is imposed, is the fundamental cause of much of the dissatisfaction and unrest prevailing.

The inhabitants of Mindanao have enough intelligence to understand that money is necessary to maintain a protecting government, to build roads and other improvements for the common good, and they pay their taxes with as little grumbling as do taxpayers anywhere else, if the tax is just and they see any tangible signs that the money is spent for their benefit. But when an effort is made through incompetent and inexperienced officials to impose a new and complicated tax on a backward people, unaccustomed to any other form of taxation than the personal cedula and similar simple forms of tribute, the government is going out of its way to look for trouble.

The Manila-made laws and regulations governing the assessment of land for taxation are in no way adapted to an undeveloped, sparsely settled region like Mindanao. And the assessors, charged with the duty of valuing property, show just about as much capacity for the job as our high school graduates do for earning an honest living. We suspect that many of the assessors are high school products.

The tax on uncultivated land might be a compelling force to increase industry. But it is hard for a Moro tao to understand why his entire 10-hectare patch should be taxed at the same rate when he actually cultivates only half of it, while the other half is left to the crocodiles and ducks. It savors of double taxation to him. And the datu who owns or controls 1000 hectares of potential rice land strenuously objects to paying the same rate on his entire domain that he does on the hundred or two hectares that are actually productive.

Then, in their desire to increase revenues, regardless of consequences, the provincial boards lose all sense of justice and boost the valuation of property out of all proportion to the income derived therefrom.

Just one case in point, not an isolated one but typical of the general methods: Lying to the south of Cotabato river there is a tract of about 800 hectares of land for which the

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owner holds a Torrens title. A few hectares are annually planted to rice and there are two or three hundred coconut trees scattered about. Three-fourths of the area is rough jungle and grass land. The total income averages about P2,000 a year. The land tax for 1925 was P159. Under a new assessment the tax for 1926 was P330, an increase of more than 100%, and a tax of 16% of the owner's total income. What would even the tax-burdened Frenchman say about an imposition like that?

We have it on good authority that assessments in Cotabato province have been increased everywhere from 50% to 500%. As a result, it is stated that nearly 80% of the 1926 land tax is delinquent, with little hope for collection. And this condition is not confined to Cotabato.

The policy of the present government is declared to be to induce the people to settle on the land and establish permanent homes. But as soon as they do they are swatted with what appears to them to be unjust and unreasonable impositions.

Is it surprising that there is resentment that often flares into open defiance?—*Mindanao Herald.*

Mr. and Mrs. F. C. Harper, Manila residents for three years, have returned to the United States for a vacation, after which they expect to return to the islands. Mr. Harper has been head of the printing department of the *Manila Daily Bulletin*, Mrs. Harper and he have been active in church work.

CONSOLIDATED REPORT ON PUBLIC LAND APPLICATIONS OF ALL KINDS FILED FROM JULY 26, 1904, TO JANUARY 31, 1927

Kind of Applications	Applications Received		Applications Rejected		Applications Cancelled		Applications Approved		Applications Patented		Applications Pending	
	No.	Area in Ha.	No.	Area in Ha.	No.	Area in Ha.	No.	Area Ha.	No.	Area Ha.	No.	Area Ha.
Homestead	128659	1881717.30	28241	421442.31	7168	942372.66	28152	386687.16	12020	115917.02	54879	863436.13
Add Homestead	1196	7809.58	69	525.24			75	435.86			1052	6848.47
Free Patent	41707	179709.33	8009	41433.56	35	158.66	2782	10092.36	11088	35435.39	19775	92490.56
Add. Free Patent	297	485.63	13	51.77			19	31.05			265	402.81
Sales	8693	267758.96	3622	83565.93	219	8165.07	861	26707.40	22	14688.57	3765	134631.96
Add. Sales	131	2457.43	1	28.00			3	66.76	7		27	2362.67
Miscellaneous Sales	1406	2290.78	309	1462.74	2	31	75	16.94	2	80	1015	807.97
Add. Misc. Sales	12	1.37	11	1.35					5		1	.02
I.G.P. Sales	506	1934.05	84	309.98	1	24	103	177.53		05	316	1446.23
Add. I.G.P. Sales	12								2		1	
Townsite Sales	162	46.62	28	14.44			3	59	10	130	31	68
Lease	2889	829362.21	1579	468365.99	30	12338.200	152	59137.36	2		1129	289520.45
Add. Leases	9	1073.19	1	94.00							8	979.19
Miscellaneous Lease	455	421.71	69	124.03	1	79	3	22.23			382	274.65
I.G.P. Lease	68		22	12				4			30	
Foreshore Lease	452		154		5		55				238	
Add. Foreshore Lease	2										1	
Reclaimed Land	117		41		15		43				13	
Revocable Payment	1371		68		73		645				581	
Total	188033	175068.48	42322	101749.38	7561	114897.94	32975	483375.30	21543	166043.95	83613	1393233.10

COPRA AND ITS PRODUCTS
By E. A. SEIDENSPINNER

Vice-President and Manager, Copra Milling Corporation

COPRA



Heavy buying pressure manifested during the closing days of January continued unabated into the first week of February, carrying the market up to a high of P12.875 to P13.00 at Laguna-Tayabas concentration points. With unexpectedly free offering of copra during the first half of February and weaker advices from America and the Continent, the market gave way and rapidly declined to P12.00 to P12.25 for resacada. During the whole month of February, production continued excellent with arrivals at Manila totaling 307,368 sacks, exceeding by more than 100,000 sacks the recorded high for the same period during the past five years. There is little hope apparently for March to equal February figures, as a considerable decrease is expected in production in Laguna and Tayabas.

The U. S. copra market opened 4-7 8 cents touched a high of 5 cents and declined to 4-3 4 cents during the closing days of the month, at which figure it is now reported quiet. The London market was very erratic during February, fluctuating almost daily between £25 10 and £26 10 for Cebu sundried. It is now reported quiet to dull at £25 10 for Cebu sundried. Latest advices as follows:

San Francisco, 4-3 4 cents; London, Cebu, £25/10; Manila, buen corriente, P10.75 to P11.00; resacada, P12.00 to P12.25.

COCONUT OIL

Early February demand for scattered tank cars advanced the U. S. coconut oil market to 8-3 8 cents f. o. b. coast. On the whole, the volume of business at the latter figure was small, and in the face of free offerings in quantity up to the end of the year, prices declined to 8 cents f. o. b. coast at which figure the month closed. There are rumors that sales were made as low as 7-3 4 cents, but we are unable to confirm these reports. Cottonseed oil which had been quoted as steady up to February 9th is now offered liberally at 8 cents, and these offerings, of course, affect buyers' ideas for coconut oil.

It seems at this writing that consuming buyers will find the 8 cent level sufficiently attractive to sustain the market and all forward offerings will probably be absorbed at this figure. Latest advices from U. S. and foreign markets follow:

San Francisco, 8 cents f. o. b. tank cars; New York, 8-1 4 cents c. i. f.

COPRA CAKE

For the first half of February, the continental market was exceptionally quiet with little inclination on the part of buyers and sellers to get together. During the last few days of the month, an improved inquiry was noted from Hamburg with quotations advanced to L7/10 May shipment and L7 5 June forward shipment. The conference freight rate on copra cake from the Philippine Islands to U. K. and Continental ports has been reduced from 50s to 45s or just 1/2 of the November increase. Unless this rate is reduced to 40s or better, it is quite probable that local crushers will drop the Continental market for the time being and trade with U. S. copra meal buyers entirely. West coast quotations for copra meal are given as \$27.00 per short ton nominal, which is quite a bit better than the European market because of the high freight rate. Latest cables follow:

San Francisco, copra meal \$27.00 per short ton nominal; Hamburg, L7/ near; L7/5 future.

REAL ESTATE
By P. D. CARMAN
San Juan Heights Addition



The lowest monthly business since the beginning of 1922 appears in January, 1923. P570,486.00, August, 1926, P585,519.00 and last month P594,903.00. February sales were as follows:

1922.....	P 657,012
1923.....	1,151,309
1924.....	840,673
1925.....	972,578
1926.....	919,150
1927.....	594,903

One large transaction of P100,000 in Binondo is included in last month's business.

Sales, City of Manila		February 1927
	January 1927	
Sta. Cruz.....	P 124,947	P 143,885
Malate.....	89,861	39,538
Paco.....	449,734	54,883
Sampaloc.....	79,466	53,022
Ermita.....	126,200	14,559
Tondo.....	245,063	11,587
Sta. Ana.....	7,993	15,560
Binondo.....	18,500	31,000
Quiapo.....	58,000	853
Intramuros.....	7,800	
San Miguel.....	3,767	26,400
Pandacan.....	4,200	616

P1,215,531 P 594,903

TOBACCO REVIEW
By P. A. MEYER
Alhambra Cigar and Cigarette Manufacturing Co.



Raw Leaf: The trading in grades for local consumption is quiet. An increase is observed in the export to continental Europe and Hongkong. Of some importance are also this month's shipments to the United States which to the greater part consisted of stripped tobacco. Shipments abroad during February, 1927, are as follows:

Leaf Tobacco and Scraps kilos

Australia.....	15,216
China.....	10,266
Germany.....	83,474
Holland.....	41,825
Hongkong.....	108,570
Italy.....	108
Japan.....	7,822
Java.....	191
Spain.....	571,232
United States.....	107,223
Total.....	945,927

Cigars: The business with the United States leaves, on the whole, very much to be desired. Exorbitant cost of production in the local factories makes competition with the cheap machine made American cigars the longer the more difficult. Comparative figures for the trade with the United States are as follows:

Cigars

February 1927.....	13,558,309
January 1927.....	11,165,358
February 1926.....	15,176,412

RAIL COMMODITY MOVEMENTS

By M. D. ROYER
Traffic Manager, Manila Railroad Company



Statistics have been compiled on the following commodities for the period January 26 to February 25, 1927, both inclusive, showing quantities received in Manila

Feb. 1927 Jan. 1927

Rice, cavans.....	320,125	223,875
Sugar, piculs.....	296,000	307,664
Tobacco, bales.....	6,580	2,900
Copra, piculs.....	175,845	119,415
Coconuts.....	2,926,000	2,240,000
Lumber, B. F.....	197,500	280,000
Desiccated coconuts, cases.....	12,150	5,320

Rail transportation of commodities under consideration was about normal for February, although the market tendency was on a lower level.



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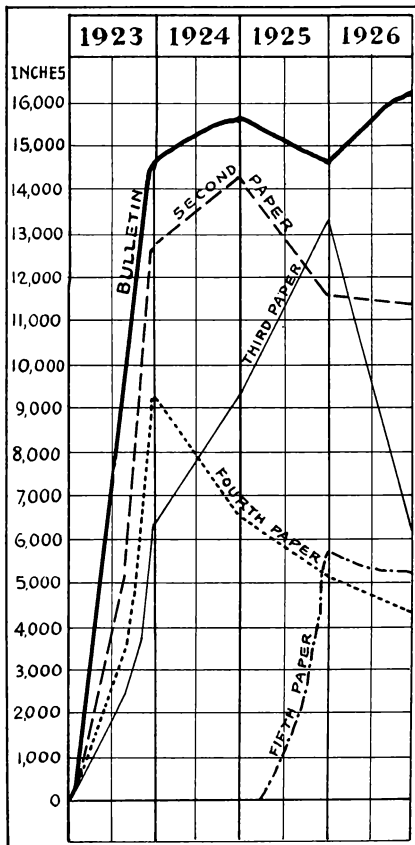
Graph Showing the Relative Amount of Classified Advertising Carried by Leading Manila Dailies During the Past Four Years

For Year 1926

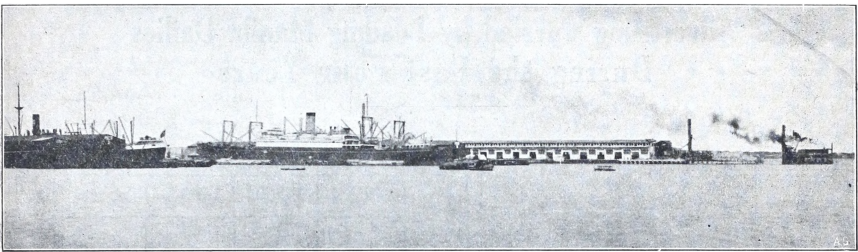
Newspaper	Inches
1. <i>Bulletin English</i> - - -	16,081
2. <i>Paper Spanish</i> - - -	11,435
3. <i>Paper English</i> - - -	6,060
4. <i>Paper English</i> - - -	5,113
5. <i>Paper English</i> - - -	4,408

The BULLETIN carried:

- 41% more than 2nd paper
- 165% more than the 3rd paper
- 215% more than the 4th paper
- 265% more than the 5th paper



SHIPPING NOTES



SHIPPING REVIEW

By H. M. CAVENDER

General Agent, Dollar Steamship Line



There are no changes of particular significance since our last report on the freight market. Freight rates in all directions from the Philippines, while considered low, are firm. To the Atlantic U. S. seaboard we find a scarcity of tonnage which indicates nothing more than that the usual demand for sugar tonnage at this time each year is in

full swing. During December and January there existed an unusual shortage of tonnage to the U. K. and the Continent but this has eased off and tonnage seems now ample. Tonnage trans-Pacific exceeds by a large margin the demands of shippers.

Passenger traffic continues to increase in all directions. While much of this travel is an an-

nual occasion, much of the movement this year is the direct outcome of the foreign exodus from China. Steamship officials continue to warn people to make their reservations early.

During February a total of 1729 passengers, all classes, are reported having departed from the Philippines (first figure represents cabin passengers, second figure steerage): To China and Japan 181-263; to Honolulu 13-612; to United States 86-496; to Singapore 27-0; to Europe and miscellaneous ports 50-1. Filipino emigration during the month to Honolulu decreased somewhat, the movement to the Pacific coast increased. The comparison shows Honolulu, January 725—February 612; Pacific Coast, January 312—February 496.

It has been officially announced that the United States Shipping Board has allocated to Swayne & Hoyt, Inc., the Japan and Yellow Sea output business formerly conducted by the Oregon Oriental Line. The s.s. *West Faron* inaugurates the service under the new operators.

Some months ago when Swayne & Hoyt were allocated the management of the American Far East Line, formerly managed by Struthers & Barry, to be operated in combination with the Pacific Australia Line, already under Swayne & Hoyt's control, the new line to be called the American Australia Orient Line, the Shipping

Board stipulated that the Yellow Sea Output business was to go to the Oregon Oriental Line.

With this re-allocation and expansion of services, Swayne & Hoyt will have four trans-Pacific routes employing from 18 to 19 ships. The s.s. *Bearport*, which has been lying idle at Portland, has been assigned, and one or two additional vessels are to be added to enable Swayne & Hoyt to carry out the new schedule efficiently. Below are listed the four routes under which they will operate:

ROUTE A—Monthly sailings from Pacific coast ports, namely: Portland, Vancouver, Seattle, Los Angeles, and San Francisco, to Auckland, Melbourne, Sydney, Brisbane, Davao (possible calls at Zamboanga and Cebu), Manila and Hongkong. From Hongkong the ships will return direct to San Francisco. Vessels allocated to this service are: *Montague, West Islip, West Carmona, West Ivan, West Nivaria and West Cajot*.

ROUTE B—Direct service to the New Zealand ports of Auckland, Wellington, Lyttelton and Dunedin and return to the Pacific coast ports of Vancouver, Seattle, San Francisco and Los Angeles. Vessels allocated to this route are: *West Conob, West Henshaw, West Canera* and one ship yet to be named by the shipping board.

ROUTE C—Monthly services from San Francisco to Shanghai, Hongkong and Manila. In this service alternate boats will call at outports, i. e., the *Bearport* leaving San Francisco February 2 will call at Philippine outports and the *Pawlet* leaving March 2 will call at Indo-China and Siam outports. Vessels will call at Hongkong westbound and thence direct to San Francisco. Ships allocated to this service for the next six months are: *West Prospect, Bearport, Pawlet, Eldridge, Dewey, West Faron and West Chopaka*.

ROUTE D—Monthly service from San Francisco and Los Angeles to Yokohama, Kobe, Shanghai, Japanese outports and Yellow Sea ports, namely: Chefoo, Tsingtau, Taku Bar and Dairen, returning direct to San Francisco. Vessels in this service for the first six months will be: *West Faron, West Chopaka, West Elcajon, West Sequana, West Prospect and Pawlet*.

According to an announcement, the Nippon Yusen Kaisha expect to enter three new quadruple-screw motor liners in the San Francisco-Orient trade in 1928. These new liners, two of which will have Sulzer type Diesel engines and the third a Burmeister-Wain installation, will be of 16,500 gross tons, 560 feet long, with a moulded beam of 72 feet, capable of making 19 knots, and will have accommodations for 200 first class, 100 second class and 400 third class passengers and a capacity of 3000 storage tons. The names of the liners have not as yet been announced, but are expected to be in the near future. The entry of these motor liners will no doubt increase competition on the Pacific.

THE YOKOHAMA SPECIE BANK

LTD.
(ESTABLISHED 1880)

HEAD OFFICE: YOKOHAMA, JAPAN

	Yen
Capital (Paid Up) - - - -	100,000,000.00
Reserve Fund - - - - -	89,500,000.00
Undivided Profits - - - - -	5,982,168.08

MANILA BRANCH

34 PLAZA CERVANTES, MANILA

K. YABUKI

Manager

PHONE 1759—MANAGER

PHONE 1758—GENERAL OFFICE

From statistics compiled by the Associated Steamship Lines there were exported from the Philippines during the year 1926:

To China and Japan ports 165,133 tons with a total of 463 sailings, of which 77,763 tons were carried in American bottoms with 161 sailings.

To Pacific coast for local delivery 262,032 tons with 163 sailings, of which 217,821 tons were carried in American bottoms with 138 sailings.

To Pacific coast for transhipment 29,263 tons with 120 sailings, of which 28,005 tons were carried in American bottoms with 102 sailings.

To Atlantic coast 457,608 tons with 207 sailings, of which 180,192 tons were carried in American bottoms with 60 sailings.

To European ports 184,225 tons with 167 sailings, of which 2231 tons with 23 sailings were carried in American bottoms.

To Australian ports 14,581 tons with 52 sailings, of which American bottoms carried none.

A grand total of 1,112,842 tons with 1172 sailings, of which American bottoms carried 506,012 tons with 484 sailings.

SHIPPING PERSONALS

R. C. Morton, oriental director United States Shipping Board, returned to his headquarters in Manila February 23, when he arrived aboard the American Mail Liner *President Jefferson*. Mr. Morton was absent from Manila several weeks to China and Japan looking over shipping conditions in those countries.

M. J. Thompson, for several years Manila passenger agent of the American Mail Line and the Dollar Steamship Line, announced his resignation effective February 28, to join Clark & Co., Inc., a Manila optical firm. Mr. Thompson's successor has not yet been named.

L. E. Nantz, well known shipping man along the China coast, was recently named to take charge of the Hongkong Office of the American Australia Orient Line under the agency of L. Everett, Inc.

W. K. Garrett arrived in Manila aboard the *President Madison* February 10 to take up duties with the Robert Dollar Company in the freight department. Mr. Garrett was formerly aloft with the same organization.

C. C. Black, assistant oriental manager of the Prince Line, with headquarters in Hongkong, returned during the month from six months' leave to his home in the United Kingdom. Mr. Black was formerly manager of the shipping department of W. F. Stevenson & Company in Manila.

Norris Miles, until recently freight clerk aboard the American Mail Liner *President Jackson* arrived in Manila February 23 to take up duties in the passenger department of the joint Manila offices of the Dollar Steamship Line and American Mail Line.

H. N. Guernsey, former general agent of the Pacific Mail Steamship Company at Manila, and more recently general agent of the Panama Mail Steamship Company at Colon, has accepted a position with the Luzon Stevedoring Company and is due in Manila with his family March 17 aboard the s.s. *President Cleveland*. Mr. and Mrs. Guernsey have a host of friends in the Philippines who are happy to receive this good news.

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Excellent Food, Comfortable Cabins, Broad Decks,
American Orchestra, Dancing, Swimming Pool, Sports

SAILING
ONCE A
WEEK

TO SAN FRANCISCO
AND
LOS ANGELES

via
Hongkong, Shanghai, Kobe,
Yokohama, and Honolulu

SAILINGS
ON
ALTERNATE FRIDAYS

ROUND THE WORLD

President Van Buren - Mar. 18
President Hayes - Apr. 1
President Polk - Apr. 15
President Adams - Apr. 29
President Garfield - May 13
President Harrison - May 27
President Monroe - June 10

Sailings every fortnight

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AND
SEATTLE

via
Hongkong, Shanghai, Kobe,
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FEBRUARY SUGAR REVIEW

By GEORGE H. FAIRCHILD



New York Market: The American sugar market for the month under review was weak, irregular, and uncertain, with transactions of minor importance. Quotations for Cubas have fluctuated in a narrow margin ranging from 3-1 16 cents to 3-3 16 cents, or from 4.84 cents to 4.96 cents landed terms duty paid for P. I. centrifugals. The

Weather conditions throughout the islands have been satisfactory during the month under review with abundant sunshine, resulting in a marked improvement in the quality ratio. Many of the larger Centrals have continued grinding above their rated capacities and are expected to finish milling by the end of April. In view of the favorable weather, Negroes may produce about 10 per cent above the last estimate of the Philippine Sugar Association, making the total centrifugal production for the whole islands 500,000 metric tons. The latest estimate by islands of the 1926-1927 crop is as follows:

Negros.....	355,312	metric tons
Luzon.....	122,024	"
Panay.....	14,795	"
Mindoro.....	5,376	"
Total.....	497,507	metric tons

The favorable weather during February was especially beneficial to the young cane which now looks promising. Germinating has been satisfactory, and planters throughout the Islands are generally optimistic of the prospects for the next crop.

Last year, through the petition of the Philippine Sugar Association to the Governor General and the presiding officers of both houses of the legislature, the law prohibiting the importation of work animals was temporarily suspended, permitting the planters to purchase animals for the cultivation and harvesting of the present crop. As the planters were unable within the period allotted to complete the purchases of the number of head stipulated, and realizing their need for replenishing their stock of work animals for the next crop, the Association has requested an extension of the period to permit the planters to import work animals into these Islands. In view of the Association's request, the government has extended the period of the permit for the unfilled order.

Shipping statistics from the Philippines covering the period from January 1 to February 15, 1927, are as follows:

	F. S. Atlantic	P. S. Pacific	China & Japan	Total
Centrifugals	96,148	16,826	---	112,974
Muscovados	---	43	2,894	2,937
Refined	---	146	---	146
	96,148	17,015	2,894	116,057

Miscellaneous: The world's visible supplies in the U.K., U.S., Cuba, and statistical European countries at the end of the month were 3,936,000 tons as compared with 4,303,000 tons at the same time in 1926, and 3,484,000 tons in 1925.

Willett & Gray's latest report estimates the decrease in the world's production from that of last year at 1,115,000 tons as compared with 1,302,977 tons' decrease in the previous estimate, indicating that there was an increase of 188,000 tons in the world's production estimates within a month.

A United Press dispatch, received on February 13, stated that more than 150,000 tons of sugarcane were destroyed by the storms and floods which swept the cane districts around Cairns, Queensland, Australia. Another dispatch, received on February 21, reported a cane fire in the Camaguey Province, Cuba, destroying about 500,000 pounds of cane.

Influenced by the weak tone in the American sugar market, the Java market ruled quiet and dull. It showed, however, a tendency to improve at the close of the month. Latest quotations for Superiors (per 100 kilos) have declined sharply from those of the previous month, as shown by the following:

May.....	Gs. 19-3 4
June.....	Gs. 19-1 4
July.....	Gs. 19
Aug.-Sept.	Gs. 18-3 4

As compared with the previous month:

May.....	Gs. 21
June.....	Gs. 20-1 4
July-Aug.	Gs. 19-7 8
Sept.....	Gs. 19-7 8

The chamber of commerce recently organized in Baguio has been incorporated. It is international.

Datu Tahil, rebellious eastern Sulu leader, has surrendered to the government and is being prosecuted for alleged sedition. Upon arrest he was sent to San Ramon to serve a former sentence, from which he was paroled for a career in public office, for a similar offense. Princess Tarhata Kiram has also returned to Jolo, where public order is quiet again.

Labor disturbances have recently affected sugar milling at Bais, Oriental Negros. Upon orders from Manila the constabulary intervened when locomotives belonging to the mill were commandeered by the engineers, and cane fires occurred that apparently were of incendiary origin.

market showed a tendency to improve on the 23rd of the month when Europe purchased a considerable amount of Cubas at 3 cents f.o.b., which brought the quotations to 3-3 16 cents and f., or 4.96 cents l.t. duty paid for prompt shipment, at which price and position large sales of Porto Ricos were effected. This improvement, however, was not maintained and buyers refused to buy at a higher price than 3-1 8 cents or 4.90 cents l.t. duty paid for P.I. centrifugals.

The weakness in the market was, of course, due to the small trade demand for refined sugar both in the United States and Europe. In addition to this, the large receipts of new shipment from Cuban crop in the Atlantic coast have maintained the over-abundant stocks in the Atlantic sea ports, these stocks, on February 24, amounting to 219,000 tons as compared with 105,204 tons in the same period in 1926, and 105,873 tons in 1925.

It is, however, gratifying to note that Europe and the Far East have made heavy purchases of Cubas during the month, showing that these outside countries are keeping up with their estimated quota from the Cuban exportable surplus. As indicated in last month's review, the trend of prices in the next few months will depend to a great extent upon what the Cuban government may do later on with reference to its restriction policy, since upon this will depend the amount of Cuban exportable surplus available in the open market.

Quotations on the New York Exchange have declined from those of the previous month. These follow:

	High	Low	Latest
March.....	3.16	3.06	3.10
May.....	3.28	3.18	3.18
July.....	3.39	3.29	3.29
September.....	3.46	3.37	3.38
December.....	3.34	3.18	3.28
January.....	3.16	3.08	3.12

As compared with the previous month:

	High	Low	Latest
March.....	3.38	3.11	3.12
May.....	3.44	3.21	3.22
July.....	3.50	3.31	3.33
September.....	3.55	3.38	3.39
December.....	3.46	3.18	3.18

Sales of P. I. centrifugals, near arrivals and aheads, in New York during the month aggregated 37,000 tons at prices ranging from 4.90 cents to 5.10 cents landed terms.

Local Market: In view of the weak tone in the American sugar market, the local market for centrifugal was without interest during the first three weeks of the month, exporting houses refusing to purchase any considerable quantities at the current quotations of from P11.75 to P12.00 per picul. During the last week, however, about 125,000 piculs of centrifugals have changed hands on the basis of P12.00 per picul.

Only insignificant quantities of muscovados exchanged hands in the local market owing to the weak demand in the Japanese and Chinese markets. The small sales were made at prices ranging from P7.25 to P7.75 per picul on the basis of No. 1.

Railway—Material

- Locomotives—(Steam and Alcohol)
- Track—(Permanent and Portable)
- Cars—(All Types)
- Switches, Etc., Etc.
- Inspection Cars (Hand and Motor)

Machinery

- "Atlas Polar" Diesel Engines
- "Skandia" Semi-Diesel Engines
- "Pyle National" Turbo Generators
- "Asea" Electrical Equipment

Koppel Industrial Car & Equipment Co.

Manila

A. H. BISHOP, Manager

Iloilo

REVIEW OF THE EXCHANGE MARKET

By STANLEY WILLIAMS

Manager International Banking Corporation.



Telegraphic transfers on New York were quoted at 1% premium on January 31st, and the market was unchanged at that level with buyers at 5 8% premium up to February 19th, when selling ideas were lowered to 7 8% premium. On the 24th there were sellers at 3 4% premium and on the 25th the rate was called nominally 5 8% premium

although 1 2% premium could be had. On the 28th the market was quoted 1 2% premium all round but 3 8% was possible. Buyers quoted par ready and March at the close.

Sterling cables were quoted at 2 0 1 2 on January 31st and the market was unchanged on this basis with buyers at 2 0 5 8 until February 24th, when rates on both sides were raised 1 16th. On the 26th buyers would not do better than 2 0 3 4 and the market closed on the 28th with possible sellers at 2 0 5 8 buyers at 2 0 3 4. Three months sight credit bills were quoted at 2 1 3 16 and 3 m s d p bills, at 2 1 5 16 throughout the month until the 26th, when both rates were raised 1 16th.

The New York London cross rate which was quoted at 485 on January 31st, touched a low during the month of February of 484 15 16 on the 4th and a high of 485 3 16 on the 25th. It closed at 485 1 8 on the 28th.

London bar silver closed at 27 9 16 per oz. spot 27 5 16 forward on January 31st. After touching 27 1 8, 26 7 8 on February 1st it reacted to 28, 27 3 4 on the 3rd and then dropped away to 26 3 16, 26 on the 14th. Again reacting to 27 3 16, 27 on the 19th, it again dropped to 26 9 16, 26 3 8 on the 22nd, 24th and 25th and closed at 26 1 8 spot 25 7 8 forward on the 28th, after a somewhat erratic market for the month.

New York bar silver closed at 58 5 8 on January 31st. It rose to 60 on February 3rd and then dropped to 56 7 8 on the 14th and 15th. After touching 58 1 2 on the 19th it dropped to 56 1 8 on the 28th.

Telegraphic transfers on other points were quoted nominally at the close as follows:

Paris, 11.70; Madrid, 170-1.2; Singapore 113-1 2; Japan, 99; Shanghai, 78; Hongkong 102; India, 135 1 2; Java, 123 1 4.

THE RICE INDUSTRY

By PERCY A. HILL

Director, Rice Producers' Association.



There has been a slight stiffening of the rice market, prices for pelay at shipping centers averaging P3.50 per cavan of 44 kilos with rice at the consuming centers from P8.00 to P8.40 per sack according to grade. These prices will probably obtain for the next thirty days with slight fluctuation.

In reference to grades of rice, there is a market for all kinds. The long, white and soft varieties are milled under the name of superior, which sell at from 30 cent to 50 cent per sack over the first grade. The latter is milled from the regular standard varieties with a high average of whole grains. The second class rice, which compares with the rice imported, contain more or less broken grains and is of mixed varieties that cannot be classified. The third class rice is that containing red or discolored varieties and is generally much broken in milling. As for food value, there is little difference as to the four classes above mentioned.

The better grades are for those better able to pay for a whole white rice, being milled from the tastier varieties or those that look that way. Certain varieties of rice are often preferred by different districts. For the wealthier class, such varieties as *mimis* and *lamio*. The people of Laguna and Tayabas prefer a small compact grain such as *ascuena*, those of the Visayas the medium grades, and those of the Ilocos provinces like coarse, hard grain which is similar to the bearded varieties to which they are accustomed.

It is yet a long way to the standardization of varieties from a commercial standpoint, which, if put into effect, would mean such a large gain to the industry. The coarse thick

hull is to be avoided, a factor which has such an effect on the industry that Burma, which has some 7,000,000 tons of rice annually, calculates the weight of rice in the paddy as 70%. Siam and Indo-China, at about 68 to 70, and in the Philippines, from 63 to 65. Although there is room for improvement, the mere recommendation of a particular seed must have more factors than yield or drought-resistance to make the best milling product. While weight-yields per hectare are good, rice-weight per cavan is still better in judging standard varieties recommended for seed.

REVIEW OF THE HEMP MARKET

By T. H. SMITH

Vice-President and General Manager, Macleod & Company

This report covers the markets for Manila hemp for the month of February with statistics up to and including February 28th, 1927.

U. S. Grades: The New York market opened with shippers soliciting offers on the basis of F, 16-7 8 cents, I, 14-5 8 cents, and J1, 10-7 8 cents. Buyers were not responsive to these indications and a downward tendency set in, the market for the time being in the hands of buyers. Prices cabled from New York were purely nominal. About the middle of the month the market ruled weak with sellers on the basis of F, 15-1 2 cents; I, 13-1 2 cents; J1, 10 cents. Prices ruled fairly steady during the latter half of the month but business was dull and the market closed nominally on the basis of F, 15-1 4 cents; I, 13-1 2 cents; J1, 10 cents.

Davao hemp has been pressed for sale in New York down to within a small premium on the above prices.

High-grade hemp continues neglected with sellers in New York of D Good Current at 16 cents, D 25% over Good Current 16-1 2 cents and no buyers thereat.

The decline registered in the competitive fibres of Manila hemp, namely East African and Java sisals, no doubt had the effect of checking business in medium grades of Manila hemp.

The Manila market for U. S. grades ruled quiet during the first week of the month with business passing at D, P41; E, P40; F, P39; S1, P38; S2, P33.4; S3, P26; G, P23; H, P20; I, P34; J1, P24 February delivery.

The market, however, developed a declining tendency in sympathy with the consuming markets but not to the same extent as the decline registered in New York. Toward the middle of February prices in Manila were down to a level of D, P39; E, P37.4; F, P36.4; G, P22.4; H, P20; I, P31.4; J1, P23; S1, P35.4; S2, P31; S3, P23.4, on which basis a moderate business was done for Feb. delivery. The market continued quiet to dull and a further decline was registered to a basis of D, P38; E, P36.4; F, P35.4; G, P21.4; H, P19.4; I, P31; J1, P22.4; S1, P34.4; S2, P30.4; S3, P23. At the close a steadier tone was apparent, on exporting houses showing more desire to operate at the last prices to 4 reals more for desirable parcels.

U. K. Grades: Opened with London inactive on a nominal basis of J2, L46; K, L44.15; L1, L44.15; L2, L42; M1, L42; M2, L38, February-April shipment. A weakness soon developed and business was done at J2, L44.10; K, L43; L1, L43; L2, L40.10; M1, L40.10; M2, L37.10. Steady at the decline, the market quickly turned the buyers at L1 per ton over the above prices with second-hand sellers scarce and the majority of shipping houses not offering. A lack of demand left the market lifeless again about the middle of the month with J2 at L45; K, L43.15; L1, L43.15; L2, L40.10; M1, L40.10; M2, L37.10. Bears then took the market in hand selling J2 at L43.10; K and L1, L41.15

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90-94 ESCOLTA MANILA, P.I.
MASONIC TEMPLE

February-April shipment and the market closed dull with sellers of J2 at 143; K, 141.15; L1, 141.15; L2, 139.15; M1, 139.15; M2, 136 February-April shipment.

The bulk of the business put through has been for February or February March shipment at the rates quoted above. The premium ruling for afloat hemp to the U. K. has now apparently disappeared.

The Manila market for U. K. grades opened quiet and values during the first week of the month were J2, P22.4; K, and L1, P21.4; L2, P20.4; M1, P20; M2, P18; DL, P17; DM, P14. February delivery. Supplies of U. K. grades were on the small side and about mid-February business was passing in small lots at J2, P23; K, P21.4; L1, P21.2; L2, P20.2; M1, P19.2; M2, P17; DL, P16; DM, P14 February arrival. The latter two weeks of the month have registered a drop in prices with a moderate business only being put through on the decline. Closing values are for early March delivery: J2, P21.2; K, P20; L1, P20; L2, P19; M1, P19; M2, P16.4; DL, P15; DM, P13.

Japanese enquiry has been quieter although prices in the market there have been substantially higher than European prices.

Freight Rates: The effectiveness of the advance in rate on rope and hemp to the Atlantic coast has been deferred until March 9th giving all shippers the privilege of shipping under the old rate until June 9th, 1927.

Statistics: We give below the figures for the period extending from January 31st to February 28th, 1927:

	1927	1926
Stocks on January 1st	112,382	153,181
Receipts to February 28th	195,771	215,888
Stocks on February 28th	110,110	168,186

Shipments

	To Feb. 28, 1927	To March 1, 1926
To the--	Bales	Bales
United Kingdom	62,142	52,672
Continent of Europe	20,987	28,325
Atlantic U. S.	53,813	64,894
U. S. via Pacific	11,806	20,679
Japan	33,380	22,096
Elsewhere and Local	15,915	12,217
Total	198,043	200,883

A MEASURED BLESSING

The following comment by Dr. Victor S. Clark, editor of "The Living Age," that "brings the world to your door" weekly, embodies his review for the Independent of Nicholas Roosevelt's book, *The Philippines, A Treasure and a Problem*. While this book, to be had from the Philippine Education Co., Inc., Manila, has been reviewed by the Journal, Dr. Clark's comment is in itself germane to the Philippine situation.—Ed.

About a quarter of a century has elapsed since the United States set up in its newly acquired overseas possessions some form of civil government. That government differed at the outset, and has varied in subsequent development, in Hawaii, Porto Rico, and the Philippines, especially since in the former Spanish islands we have endeavored to fit American institutions to alien races by a method of trial and error. Now that a generation has grown up under the régimes, it is appropriate to review the results of our experiments. In the volume before us Mr. Roosevelt has done this for the Philippines lucidly, intelligently, and with no reticence as to his own convictions. He is neither an apologist nor a faultfinder, but a reporter and interpreter of opinion. This opinion, to be sure, is preponderantly that of Caucasian expatriates to the tropics, who, as a class, are not blessed with a Pollyanna complex; but they are about the only people who know the facts, and are certainly better authorities than stay-at-home theorists and sentimental tourists. Mr. Roosevelt also records native opinion, although not so fully

or sympathetically, and he checks the information he has received from others by his own observations as well as official data.

So much for the background of the book; now for its contents and conclusions. The author gives us an excellent description of the Filipino people, of their racial, religious, and social differences, and of their physical, political, and international environment. He does not develop these topics by chapter and paragraph like a professor's syllabus, but interweaves them with his story as they apply to the subject in hand. Since sunsets have nothing in particular to do with his theme, he does not describe them; nor is his geography of the archipelago maplike and precise; but his allusions to important islands and regions as economic and political factors in the problems he discusses are numerous and informing. Statistics are used sparingly, and tables of figures do not thrust themselves into the reader's path like hurdles for him to vault. Mr. Roosevelt argues against immediate independence, yet in favor of the Philippines for the Filipinos. He believes we should have a definite Philippine program and stand by it. We should say frankly that we intend to remain in the Islands, at least until the present generation of native politicians has passed off the stage, but we should limit our functions there to supervision and control. The authority of the few American officials we send to Manila and the outposts should be paramount. Their power and instructions should be ample to prevent such a debacle as occurred under the Harrison régime, and to enable a stronger governor to carry the country forward regardless of local apathy and hostility to an economic and cultural life justifying autonomy or independence. This thesis is supported by abundant evidence and illustration, and it represents the judgment of the majority of Americans and Europeans who have a thorough knowledge of the Philippines.

Stress is laid on facts familiar to those acquainted with the Far East, but unknown to many Americans. The Filipinos are not a single nation, but a conglomeration of discordant tribes and peoples separated by barriers of race, language, and religion higher than those in Europe. Contrary to complacent opinion in America, the progress of the archipelago under our rule, while creditable upon the whole, has had many unnecessary setbacks. We have reduced the percentage of illiteracy, but two thirds of the people today cannot read or write; and only one person in eighty takes a newspaper or periodical,

as compared with one in every three or four in the United States. Under the lax Harrison régime epidemic diseases virtually stamped out by the American health service reappeared with explosive violence. In some places roads and other public works have been allowed to lapse back into jungle. The interisland steamship service is so poor that different parts of the archipelago still remain almost completely isolated from each other. As a foil for our deficiencies Mr. Roosevelt repeatedly points to excellencies of the Dutch administration in Java. More than twenty years ago, when our people were still in the first flush of enthusiasm over their novel adventure in making tropical Yankees of our little brown brothers, the present reviewer journeyed over much the same ground that Mr. Roosevelt covered last winter, and garnered his gleanings of wisdom there in the obscure repository of two government reports. It may be at least as amusing as capping rhymes to pair a few sentences from these reports with corresponding passages from the present volume.

Of Java the reviewer said: "The Javanese worker profits little by the well ordered government under which he lives, because his interests have not risen above food, shelter, and the satisfaction of physical wants. The door to higher things has not been opened to him. No ambition stirs him to additional effort. His standard of living remains stationary, or even retrogrades with the increasing pressure of a growing population."

Twenty-two years later Mr. Roosevelt writes: "The government is frankly paternalistic. That this policy has been of great help to the people is obvious. At the same time it has yielded rich returns to the Dutch planters and to the government." Nevertheless, a recent attempt at communist-national revolt in Java raises a doubt as to the policy of "full bellies and empty heads" conducing more to peace and content among dependent peoples than our own.

Perhaps our errors have been of method rather than ideals. Possibly the weakest point in our policy has been in the institution upon which we pride ourselves the most—the public schools—which have alienated the natives from their environment. To venture one more parole of opinion, the present writer observed when our educational system in the Philippines was just taking form: "It will be of questionable advantage to future governments to have a class of partly educated, idle political agitators to conciliate, whose whole ambition is centered in the public service. Our

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public school instruction is largely wasted if it is to present a transient, soon forgotten moment of enlightenment to a population of paddy-field tacs." Today, Mr. Roosevelt tells us: "About forty per cent of the children of school age attend school***. They stay there three years or less***. In this period they learn only a little more than Americans learn in the first grade." And of those who complete a longer course he says: "A di-

ploma'd proletariat, they are always stressing what the community owes them, without ever admitting that they may owe the community anything in return for their education."

What conclusion are we to draw from all this? Apparently that we should keep our hands on the plow, but that we should draw the furrow a little deeper and straighter than hitherto.

Magellan, having hitherto succeeded so well, stood over to the island of *Macian*, where, not agreeing with the natives, he came to a battle and was killed in it, with a poisoned arrow, together with eight of his men.

After this disaster, the rest sailed over to the island of *Bohol*, under the command of Eduardo Barbas, and being too weak to carry home their three ships, burnt one of them, the *Concepción*, after taking out the canon and all that could be of use to them. Being now reduced to two ships, they made away to the southward, in search of the *Molucca* islands, and instead of finding them fell into the great one of *Borneo*, where they made some short stay, being friendly received. However, before their departure they were attacked, on the ninth of July, by 100 *praus* and *junks*, of which they took four, and in them the son of the King of *Lozon* (*Luzon* he means). Departing thence, with the assistance of Indian pilots, they arrived at length at the *Moluccas*, on the eighth of November, 1521, in the seven and twentieth month after their departure from Spain, and anchored in the port of *Tidore*, one of the chief of those islands, where they were lovingly treated by the King, who concluded a peace, and took an oath ever to continue in amity with all expedition for Spain.

Here they traded for cloves, exchanging the commodities they brought to their own content. When they were to depart, finding one of the ships leaky and unfit for so long a voyage, they left her behind to refit in the island of *Ma-e*, and then sailed with all expedition for Spain.

The ship they sailed with, called the *Victoria*, commanded by Juan Sebastian del Cano, and carrying six and forty Spaniards and thirteen Indians, took its course to the southwest, and coming to the island of *Malva*, near that of *Timor*, in 11 degrees south latitude, stayed there fifteen days to stop some leaks they discovered in her. On the five and twentieth of January, 1522, they left this place and the next day touched at *Timor*, from whence they did not depart till the eleventh of February, when they took their way to the southward, resolving to

Magellan's Passage from Spain to Manila: 1519-1521

By THOMAS LEDIARD, Gent.

In His "Naval History of England in All Its Branches." (Copy in the Private Library of the Journal's Editor)

In the year 1519, Ferdinand de Magalhães, or, as we corruptly call him, Magellan, by nation a Portuguese, by descent a gentleman, and by profession a soldier and seaman, having served his Prince faithfully both in Africa and India, and being ill treated, renounced his country, demoralizing himself, as the custom then was, and offered his service to the Emperor, Charles V. then King of Spain. He had long before conceived an opinion that another way might be found to India, and particularly to the *Molucca* islands, besides the common track by the Cape of Good Hope followed by the Portuguese. This he proposed to the Emperor with such assurance of performing what he promised that he had command of five ships given him, the *San Victoria*, Luis de Mendoza, captain; the *San Antonio*, Juan de Cathagna; *Santiago*, Juan Serran, and the *Concepción*, Gaspar de Quedado, commanders. (By typographical error Lediard omits the *Trinidad*.—Ed.) In them he had 250, or, as some say, 230 men.

With this squadron he sailed from San Lucas de Barrameda, on the twentieth of September of that year, under the command of his own commander in chief. Being come to the river called Rio de Janeiro, on the coast of Brazil, and near three and twenty degrees south latitude, some discontent began to appear among the men, which was soon blown over. But proceeding to the bay of San Julian, in nine and forty degrees of south latitude, where they were forced to winter, three of the captains and most of the men being engaged, and conspiring the death of their General, that Magellan, having in vain endeavored to appease it by fair means, was forced to use his authority. He executed two of the captains, with Luis de Mendoza, his treasurer, and set a third, Juan de Cathagna, with a priest, who had sided with them, on shore among the wild Indians.

This done, he erected a Cross, in token of possession, and proceeded on his voyage.

On the twenty-first of October, 1520, having been above a year, he discovered the cape which he called *de las Virgins*, or *Virgins' Cape*, because that day was the feast of St. Ursula and the 11,000 virgins; and there turned into the strait he went in search of, which from him is to this day called the Strait of Magellan. It lies in 52 degrees of south latitude, is about 100 leagues, or somewhat more, in length, in some parts a league wide, in some more, in some less, but all narrow and inclosed with high land on both sides, some bare, some covered with woods, and some of the loftiest mountains with snow.

Having sailed about 50 leagues in this strait, they discovered another branch of it and Magellan sent one of his ships to bring him some account of it; but the seamen, being parted from him, took the opportunity, and confining their captain for opposing their design, returned into Spain, being eight months on the return.

Magellan having waited beyond the time appointed and finding they did not return to him, proceeded through the strait and came into the *San Sea* with only three ships, having lost one in his passage, but all the men saved, and another, as I said before, having deserted him. The last land of the strait he called *Cabo Desado*, or the desired cape: because it was the end of his desired passage to the South Sea, and the entrance into that sea he named *Mare Pacificum*.

The cold being something sharp, he thought fit to draw nearer to the *Equinoctial*, and accordingly steered West North-west, it being the eight and twentieth of November, 1520.

In the manner he sailed three months and twenty days without seeing land, which reduced them to such straits that they were forced to eat all the old leather they had on board, and to drink stinking and putrified water, of which nineteen men died and near thirty were so weak that they could do no service.

After 150 leagues sailing, he found a small island, in 88 degrees of south latitude, and 200 leagues farther another, but nothing considerable in them; and therefore held on his course, till, in about 12 degrees of north latitude, he came to those islands which he called *de los Ladrones*, or of the *Thieves*; because the natives hovered about his ships in their boats, and, coming aboard, stole everything they could laid hold of. Finding no good to be done here, he sailed again, and discovering a great number of islands together he gave the sea the name of the *Archipelago de San Lazaro*, being those we now call the *Philippines*.

(It was San Lazarus day, and hence Magellan gave the name to the archipelago. The term *Filipinas*, *Philippines*, was first applied to the island of *Leyte* in honor of Philip II, and by extension came to be applied to the islands generally. The reader should bear in mind that Lediard was writing about 1740, his book having been published in 1744.—Ed.)

On the eight and twentieth of March he anchored by the island of *Buthuan* (*Butuan*, the name referring back to a period of phallic worship in the *Philippines*, as so many place names in the islands do), where he was friendly received by the natives and their King, and got some gold, which they sifted out of the earth of the mines, and found in pieces, some as big as nuts and others as large as eggs. From thence they removed to the isle of *Messana*, at a small distance from the others, and thence to that of *Cebu*. As my design is only to speak of the discoveries Magellan made, I pass by the friendly reception he met in this island and the success he had in converting all the inhabitants to the Christian faith.

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leave all India, and the islands, to the northward to avoid meeting the Portuguese, who were powerful in those seas and would obstruct their passage.

They ran therefore into 40 degrees of south latitude before they doubled the Cape of Good Hope, about which they spent seven weeks, beating it out against contrary winds. So that their provisions began to fail, and many men grew sick, which made some entertain thoughts of turning back to Mozambique, but others opposed it. In fine, after two months more hardships, in which they lost one and twenty of their company, they were forced to put into the island of St. James, being one of those of the *Cabo Verde* belonging to the King of Portugal, where, with much entreaty, they obtained some small relief of provisions, but thirteen of them going ashore again for some rice, the Portuguese had promised to supply them with, were detained on shore, which made those who were left on board the ship hoist sail and put to sea, fearing the like treachery might surprise them, and, on the seventh of September, arrived safe at San Lucas below the city of Seville, where, after firing all their guns for joy, they repaired to the great Church, in their shirts, and barefoot, to return thanks to God.

The ship which performed this wonderful voyage was called the *Victoria*, as was said before; the commander's name was Juan Sebastian del Cano, who was well rewarded and honored by the Emperor. This was the first voyage round the world, and this discovery of the Strait of Magellan it was which made it practicable. The other Spanish ship, which was left at the Moluccas to stop her leaks, attempted to return the way it came to Panama; but after struggling above four months with the easterly winds, most of the men dying and the rest being almost starved, it went back to the Moluccas where it was taken by the Portuguese; and the few men that survived, after being kept two years in India, were sent to Spain in the Portuguese ships.

Father Pablo Pastells, S. J., who, under the patronage of La Compañía General de Tabacos

de Filipinas, is patiently laboring in the archives of Seville, gives the names of the men who returned to Seville on the *Victoria* and had part in the first circumnavigation of the globe. He has them, he says, "as they have been faithfully conserved by the diligence of the general historian of the Indies, Antonio de Herrera, in his 'Decades,' and they are the following:

"Sebastian del Cano, captain; Miguel de Rodas, master; Martin de Insaurraga, pilot; Miguei de Rodas, seaman; Nicolas Griego, Juan Rodriguez, Vasco Gallego, Martin de Judicibus, Juan de Santander, Hernando de Bustamante, Antonio Lombardo, Francisco Rodriguez, Antonio Fernandez, Diego Gallego, Juan de Arratia, Juan de Apega, Juan de Acurio, Juan Subieta, Lorenzo de Iruia, Juan de Ortega, Pedro de Indarchi, Ruger Carpintete, Pedro Gasco, Alfonso Domingo, seaman; Diego Garcia, Pedro de Valpuesta, Simon de Burgos, Juan Martin, Martin Magallanes, Francisco Alvaro and Roldan de Argote. Total, 31. Note however that in this number are included the thirteen who were imprisoned by the governor of the island of St. James, who upon the petition of Charles V were ordered liberated and returned to Spain by the king of Portugal."

Thanks too to Pastells and his patrons, one might proceed to list in full detail the cargo of cloves and spices taken to Spain from the Moluccas on the *Victoria*, what each man's share was and what this share fetched him. The *Real Casa de Contratación* took over the cargo by order of the emperor, reserving the eighth part; and on November 14, 1522, Diego Diaz accordingly receipted in the name of the house for 52,923 pounds of cloves and *un costal de escobaja*; which seems to have been sweepings to the weight of 125.36 Spanish pounds, the equivalent of a *costal*.

Magellan had sworn allegiance to Spain at the portals of the church of Triana, and it was here that the sails were reefed, as they had been furled three years before, and the first thanksgiving ceremonies held. One Malayan named Manuel, having been baptized, had been taken prisoner on St. James island together with the 13 Spaniards. By command of John III of

Portugal, upon demands imperatively made by Charles V, he and they were released immediately and returned to Spain, five months and seven days after the arrival home of the *Victoria*. Such were the tardy movements of mails and ships in those days, even at the command of the most powerful rulers.

Charles V put a treasure of 15,000 ducats into Magellan's fleet and its outfitting, though some of the money came tardily and perhaps the actual expenditures were below the budget. Some of the money came from Peru, some from Porto Rico; for regular shipments of silver and gold from the Spanish colonies in America were then being made. The *Trinidad* was of 110 tons, cost P2,160; the *Concepción* 108 tons, cost P1,830; the *Victoria* 102 tons, cost P1,600; the *Santiago* 90 tons, cost P1,496; the *San Antonio* 144 tons, cost P2,640. Included in the armament were 50 blunderbusses, 100 suits of armor with full equipment, 60 crossbows, 360 dozen arrows, 200 shields, 95 dozen spears, 1,000 lances, 200 pikes, 50 kegs of powder, 5,000 pounds of powder in barrels, 150 *varas* of match, 15 falcons, 17 cannon, three siege guns, shot of iron and stone and six bullet molds.

The bridge between Malabon and Navotas now makes a visit to the latter village convenient by motor, and all Manilians will find such a trip most entertaining, especially on Sundays. Navotas is one of the old Samal settlements on Manila bay, though Navotans have long been Christian and speak Tagalog. They are fishermen. Their boats, which they build themselves or purchase from other Samal towns, are of varying types from the smallest to dugouts more than 100 feet long. Their seins are hundreds of yards long. The men weigh much more than the ordinary Manilian, they are huskier of the sea. The ruins of the old *convento* exhibit the underground passages for escape from Moro attacks. It was a Jesuit structure and the king sold it into private hands when the Jesuits were expelled from the islands. No village adjacent to Manila is more interesting than Navotas.

COMPARATIVE MOVEMENT OF PRINCIPAL COMMODITIES PHILIPPINE ISLANDS TO ALL POINTS IN WORLD DURING YEARS
1924, 1925, 1926

To	Years	Cement	Cigars	Coconut Oil	Copra	Copra Cake	Desiccated Coconut	Furniture Rattan Bamboo
China, Japan, India, Straits Settlements, Indo-China.	1924	204	954	1237	617	310	2	78
	1925	774	1342	408	52	357	27	23
	1926	149	1312	701	50	250	69	11
Pacific Coast, U. S. Local Delivery.	1924		3415	40622	44778	22936	2470	365
	1925		3244	50246	80228	13294	4894	715
	1926		3678	49950	82098	13602	2561	357
Pacific Coast, U. S. (Overland or Inter-coastal)	1924		5178	5695	1406	404	4391	87
	1925		4415	804	776		11036	63
	1926		3977	18		101	10286	47
Atlantic Coast U. S. Ports Direct Steamers.	1924		1194	57873	28848	5	7714	151
	1925		3441	42667	31870	2508	8041	313
	1926		2944	63329	41972		13011	228
European Ports	1924		1487		36312	38326		9
	1925		369	7226	30132	40997		4
	1926		315	1509	44522	56426	2	
Australian Ports	1924		111					
	1925		84					
	1926		88					
Totals.	1924	204	12339	105427	107961	61981	14577	690
	1925	774	12895	101351	143058	57156	23998	1118
	1926	149	12314	115507	168642	70379	25929	643
Totals for Last Three Years		1127	37548	322285	419661	189516	64504	2451

To	Years	Furniture Hardwood	Gums Rubber Raw	Hemp Maguey Sisal	Kapok	Lumber Logs	Rope	Sugar Central Muscovado	
China, Japan, India, Straits Settlements, Indo-China.	1924	1	225	326414	34	4657299	2138	34166	
	1925	110	185	324580	65	7070723	3369	64672	
	1926	70	208	364075	246	15124688	3369	61863	
Pacific Coast, U. S. Local Delivery.	1924	24	553	151984	622	6470058	1872	45722	
	1925	28	304	63300	507	18334025	2518	71706	
	1926	6	328	56861	248	20309077	1206	51814	
Pacific Coast, U. S. (Overland or Inter-coastal)	1924	2	119	86683		636933	284	3000	
	1925	2	2	106531	536	171879	719	223	
	1926	32	2	99515	123	3329494	749		
Atlantic Coast, U. S. Ports Direct Steamers.	1924	23	282	361404	835	6293880	1464	232834	
	1925	19	371	325417	225	4837829	1634	337355	
	1926	20	758	352814	1241	5949546	1000	273964	
European Ports	1924		199	842371	240	5124899	141		
	1925		28	216	566097	63	2744530	309	43
	1926		3	372	488867		2422512	265	1
Australian Ports	1924	3	3	19832		2808701			
	1925			17673		8088342			
	1926	6	2	19321		5471735	4		
Totals.	1924	53	1381	1788688	1731	25991770	5899	315722	
	1925	185	1078	1402648	1379	41247328	8247	473999	
	1926	137	1670	1381457	1858	49810052	6593	387642	
Totals for Last Three Years		375	4129	4572793	4986	117049150	20739	1177363	

To	Years	Sugar Refined	Tobacco	Veneer	General No. O. S.	Total Tons	Total for Three Years	Percentage of Movement
China, Japan, India, Straits Settlements, Indo-China.	1924	1191	2537	24	10244	104348		
	1925		954	48	15570	143258		
	1926	239	1311	1	18267	165133	412739	12.8%
Pacific Coast, U. S. Local Delivery.	1924	3793	45	2053	2536	204326		
	1925	3947	23	2710	3234	283582		
	1926	1723	9	2441	2595	262032	749940	23.3%
Pacific Coast, U. S. (Overland or Inter-coastal)	1924	31	246		144	33149		
	1925		78	13	412	32457		
	1926	100	60		218	29263	94869	2.9%
Atlantic Coast, U. S. Ports Direct Steamers	1924	867	539	899	1708	389521		
	1925	62	638	614	692	481206		
	1926		413	537	1694	457608	1328335	41.2%
European Ports	1924		33641	21	2045	228369		
	1925		19271	1	2135	177274		
	1926		12630		2024	184225	589868	18.3%
Australian Ports	1924		102	2	22	8574		
	1925		37	278	76	19535		
	1926		39	593	34	14581	42690	1.5%
Totals.	1924	5882	37110	2999	16699	968287		
	1925	4009	21001	3664	22119	1137312		
	1926	2062	14462	3572	24832	1112842	3218441	100.0%
Totals for Last Three Years		11953	72573	10235	63650	3218441		

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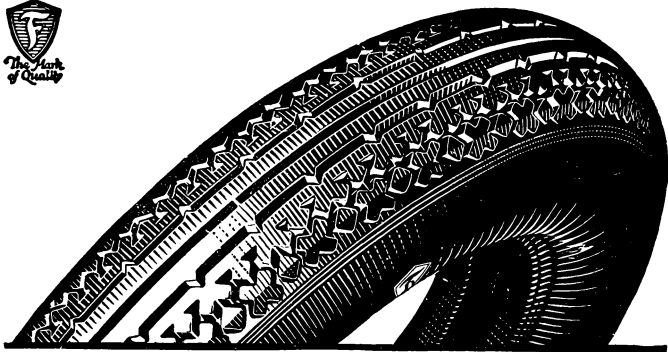
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