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Vol. 8, No. 5

May, 1928



Gathering Coffee, Lipa, Batangas

Leading Articles:

An Election in Oldtime Spanish Days
With a Rare Picture

A Sunrise in Manila
Ye Editor Wakens Early

Four Best April Newspaper Editorials
A University Selection

The Month in Sports
The Daimai in Manila

Let's Go to the Movies
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Dollar's Facts and Figures on Merchant Marine
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Workmen's Compensation Act
Full Text in This Issue: Copies Are Scarce

Editorials
Workmen's Compensation
Tropical Calms
James Maynardeer Browne

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(Member, Chamber of Commerce of the United States)

ENTERED AS SECOND CLASS MATTER MAY 25, 1921, AT THE POST OFFICE AT MANILA, P. I.

LOCAL SUBSCRIPTION—\$4.00 PER YEAR. FOREIGN SUBSCRIPTION—\$3.00, U. S. CURRENCY, PER YEAR. SINGLE COPIES—35 CENTAVOS

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MANILA
P. I.

MAY, 1928

VOLUME VIII
NUMBER 5

THE SUNRISE IN MANILA

Morning is heralded in Manila by little busy puffing trains roaring thither and yonder into the provinces as if they were really big trains and had some real purpose in being thus early on the road. The reverberations, on the still air, are confusing. Anon the roars intensify, the little trains sound for all the world like mighty ones thundering over still mightier river bridges; yet all the time they are only making believe, clowning and merely laboring prodigiously along very modest trestles over the shallow creeks and estuaries meandering through the green valleys in a casual search for the bay. (These streams seem always sure of finding the bay, somewhere, as of course they are; meanwhile it is pleasant just to be roaming, and their murmurs are but whispered delight in their vagrancy.)

The trains whistle enough, but when they reach the first stations they stop and stretch and rub their eyes, and are not at infinite pains to be hurrying on.

But soon they are far out. Their receding eloquence blends into the rumble of other wheels, converging into the city and really having something to do: yellow market-carts with red-striped bodies so crowded with baskets that some of these are made fast to the uprights with tough rattan thongs. Somewhere among the baskets a stout market woman is perched, finding what modicum of comfort she has left herself and enjoying a matutinal cigarro. She is vociferous, like all her kind, and nothing loath either to jest daringly with the driver or

to curse him, as her mood and the luck of the road may dictate. And vehicles faster than the carts drawn by bays and pintos and sorrels take the road—market lorries loaded to the gunwales with double rows of passengers, bales, bundles and baskets, all lurching along in their mechanical-porter fashion and claiming, at this hour, the handsome midway of main thoroughfares.

They are indeed like burdened porters, their shoulders bent, their gaze upon the ground. They have all lumbered into accidents long ago, shattering their proper lights, and in lieu of these some flickering tin lanterns have been made to serve. They roll their careless journey on, coming through pleasant ways—a-down the merry vales where lingering mist conceal what must be hosts of elfs and oafish sprites still pursuing tardy nocturnal mischief-making, and at last along the flat valley and over the placid streams with lotuses and hyacinths nestled on their purple-black surfaces. The sun, in its good time, will come knocking at the portals of these myriad flowers and touch them into effulgent blossom. But now they sleep, yielding listlessly to the small current, wholly imperceptible, provoked by occasional dugouts paddling by. Like the carts, these boats are market bound, and like the lorries too. Manila must be fed, must have its breakfast, and will pay for the feeding, even of its animals. This dugout has *cargas* of fresh green hay from the mountain swales or the irrigated meadows, and that one crate-baskets of chickens, with a woman, midships, smoking and somewhat concerned for her newly starched and thoroughly ironed bright calico skirt and *sinamay camisa*. The brown boatmen are at the stern—or if two to

one dugout, bow and stern—maneuvering the tippy craft with conscious dexterity. Above the waist an undershirt suffices, yellow, red, or blue, maybe brown, whilst happy turkey-red trousers are rolled above the knees.

If the men don't like the market woman, they banter her, no matter that she has agreed to pay, or that she is their passenger. If they do like her, they speak respectfully, calling her *aling*, whether she pays or not!

Intermittently the earliest street cars jangle, creaking their brakes and wheezing and hic-coughing and making much ado about hauling denim-clad stevedores down to the waterfront; and under the pating lights of the city lost in its beauty sleep, lone women pass, barefoot, bundled in flimsy pink shawls and flannel night garments, and shambling along in chinclas—hair loose and uncombed, merely knotted at the neck. Perhaps they are amahs, coming to tend the children; but they are mostly youngish women, and perhaps... well, they and the pale lights for it. Other women, and troupes of girls, dressed demurely and demurely veiled, are going to matin services.

God's lustrous new day will soon be upon all. Behold its breaking! A golden flare over all the eastern heavens; clouds, when there are clouds, and this is nearly always, a phantasmagoria of color; and then... the Lord of Day full upon the land. His coming is presaged by scarce a momentary twilight. In his full majesty he rises over the mountain tops, and in a twinkling the night is gone and the light is the light of broad day.—W. R.



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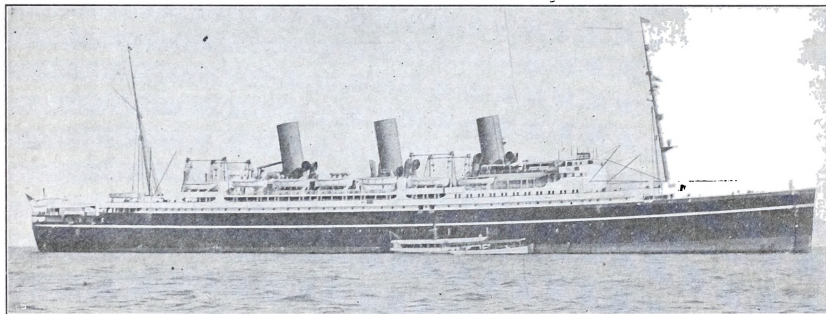
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this coffee, P1 per kilo is a low price for the grower to receive. A hectare will sustain 625 coffee trees, and P5 per tree would be a low average yield bringing the producer P3.125 per hectare.

The Philippines, though agriculture is languishing because of want of insight on the part of the government as to what will invigorate it, are capable of producing great quantities of coffee; but this is one of the former important farm industries which has never recovered from the ruin wrought by the revolution. It is true that about that period a fungus and an insect attacked the plantations and played havoc with them, but sugar has like enemies; it may be said that at least all that has been done with sugar may be done with coffee. Perhaps more can be done, since there could be far greater concentration of effort. When the *Amigos del Pais* organized in 1781, and presently began encouraging agriculture by offering substantial honors and awards to its demonstrated leaders, coffee was first and most permanent in its response. The *Journal* believes that a close study and analysis of the favorable influences upon agriculture during the 19th century would indicate what ought to be done now.

That the coffee industry has not long ago been revived is a lamentable comment on the times. The *Journal* would say, without the least intention to belittle the remarkable advance of this period over both the immediate and remoter past, that it recalls no such prolonged period under Spain during which any major industry was left to languish; and possibly not even indigo, so disastrously affected by the chemical dye industry, need be excepted. The abolition of the state monopoly of tobacco in 1881-82 was as startling a force as could oppose any farm industry, yet a glance at the dates on insurance plates and charter insignia above the portals of large factories in Manila is sufficient to show that private capital stepped in when the government stepped out, and tobacco continued to enjoy a market.

So much for that. Interviews on the subject of coffee are universally disappointing; the experts

point out quickly enough what the farmer could do, what the potentialities are, but it remains just as impossible as before for the farmer, with empty purse and mortgaged farm, to do what he obviously might do if he had but the means for doing it.

A Franciscan friar introduced coffee into the Philippines in 1740 or thereabouts, according to a memorandum prepared by Quirino B. Aguilera of the Lipa experiment station. The friar brought three gantas of Arabian seed, taking it with him to his parish in a highland town of Laguna, where his servant boy planted some of it in the garden. The friar died soon afterward, and the boy dug up the coffee plants and replanted them on his father's land in Pinagtongolan, a barrio of Lipa, where they flourished. The friars continued to propagate coffee in different parts of the islands. The Franciscans got much coffee planted in the Puncan-Carangan-Pantabagan-Bongabong district of Nueva Ecija. It must have been the Recollects who introduced coffee into Cotabato and other provinces of Mindanao, since the Jesuits, who opened the missions there, were succeeded by the Recollects upon their expulsion in 1768. Through barter the Indochinese of Mountain obtained seed, and learned, surely from the friars, so well how to cultivate and care for the plant and the product that tradition says Spain's monarchs valued Mountain coffee above all other produced in the world, and that the surplus was shipped annually to Madrid for the royal kitchens. The coffee blight did not vanquish the sturdy mountaineers, their little plantings still flourish.

It was perhaps quite early in the 19th century that Don Galo Reyes was the dominant character in Batangas. Aguilera doesn't say, but he must have been the *Alcalde*. He lived in Lipa and was probably the founder of the Reyes family there, now represented in Manila by Fidel A. Reyes, commerce bureau director.

Reyes required every family to plant coffee at least in their yards, under penalty; and Aguilera says that as a result of his efforts 80% of Lipa's arable lands were planted to coffee between 1840 and 1888, and 30% in Rosario, 25%

in Ibaan, 60% in San José, 40% in Cuenca, 50% in Tanauan, and 60% in Santo Tomás. This was the heyday of Lipa and of Batangas province. Wealthy aristocrats abounded; Lipa was a fashionable resort, as its beautiful old homes still attest, and all Batangas was famous. Taft was entertained in Lipa in 1901. Dean C. Worcester, who was with him, told of his former visit to Lipa in 1887, passing on his way "hundreds of bulcarts fully loaded with coffee."

No such wanes delayed Taft's journey in 1901, and none would delay it now. Gonzalez and Moreno give the exportations of coffee, which was chiefly from Batangas, in 1875 and 1874, in their valuable compendium, *Manual del Viajero*. In 1874 the number of kilograms exported were 2,854,270, valued at P985,842; in 1875 the exportations were 3,097,368 kilograms, valued at P1,079,201. Beyond the distribution of the 1875 exportations will prove of interest. It is stated in kilograms: Spain, 219,919; China, 24,428; England, 1,794,595; British possessions, 287,255; Dutch possessions, 146,800; French possessions, 442,750; United States, 223,857. Last year's customs report shows coffee imports valued at P1,714,595; in 1926 they were valued at P1,785,780. If there were exports they were so small that they are included in the miscellaneous list.

The industry remains utterly stagnated, but not for want of scientific work done by the agricultural bureau and college. Both these have

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experimented to some purpose, and several desirable varieties have been propagated that would revive the industry and bring it into the list of leading ones within a decade, if extensively taken and planted. Coffee is just another dismal parol that the banker and the farmer must associate themselves together to make our farms thrive.

This tenth paper on the friars is an interlude. In June the reader will be privileged to journey farther into southwestern Luzon with the Franciscans.—E.D.



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Vol. VIII
No. 5

May
1928

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WORKMEN'S COMPENSATION: JUNE 10

When we first began thinking of the new workmen's compensation law going into effect June 10, we thought this: If this law adds, as it probably will, to the cost of carrying on industry and business, industry and business will not pay that cost, but their patrons will. The thought was not original, few things are; but we had read years ago the salient deductions of a mathematical philosopher, who showed that through all the manifold, complicated and varied struggle between employer and employee in the revolution of the machine age, now so old and yet so far from any prospective conclusion, since invention propagates invention, one thing runs true: the share of earnings taken by the employee and the share taken by the employer hardly vary at all. The employer gets a little more than the employee, about 2% more as we recall, but each gets about what they did get when flour mills were tread mills and manufacturing was what the name implies, making things by hand.

Each has slumped a little, but only a very little. Practically there has been no change in the distribution of money received for things made and sold; and if pyramiding wages somewhat rapidly from two dollars per day to five and ten dollars will make no perceptible change, since the consumer pays, then we thought this new-fangled compensation to injured workmen would also effect no change. Then, through the kindness of lawyer friends, we began reading up United States decisions in cases arising under similar laws, and found the supreme court saying this:

"There is no discrimination between employer and employe except such as necessarily arises from their different relations to the common undertaking. Both are essential to it, the one to furnish capital, organization and guidance, the other to perform the manual work; both foresee that the occupation is of a nature, and its conditions such, that sooner or later some of the workmen will be physically injured or maimed, occasionally one killed, without particular fault on anybody's part. * * * The statute requires that compensation shall be paid to the injured workman or his dependents, because it is upon them that the first brunt of the loss falls; and that it shall be paid by the employer, because he takes the gross receipts of the common enterprise, and by reason of his position of control can make such adjustments as ought to be and practically can be made, in the way of reducing wages and increasing the selling price of the product, in order to allow for the statutory liability."

In other words, he is looked to, this employer who is immediately liable for the indemnity, to shift the burden to other shoulders, where it legally belongs, the shoulders of the consumer, because if he could not so shift it an injustice would be worked upon him which might deplete net profits and wipe him out, an injustice consisting in taking his property without due process of law. Consumers who don't have good imaginations can't write such truths with any equanimity, it brings on their fits. They say, fallaciously, Why rob Peter to pay Paul? They have always been to deal with; it was they whom it was necessary to warn so long ago that the laborer is worthy of his hire. Peter is not robbed to pay Paul, but both are worthy of their hire; and unless Paul shifts this burden to Peter, Peter will be wrongfully keeping some of Paul's pay in Peter's pocket. States are not created for such ends.

Then we turned on, listening next to Justice Holmes:

"If a business is unsuccessful, it means that the public does not care enough about it to make it pay. If it is successful, the public pays its expenses and something more. It is reasonable that the public should pay the whole cost of producing what it wants, and a part of that cost is the pain and mutilation incident to production. By throwing that cost upon the employer in the first instance, we throw it upon the public in the long run, and that is just. If a legislature should reason this way and act accordingly, it seems to me that it is within its constitutional bounds."

That it seems to me though, we have seen, the courts repeatedly holding that the common law principle that the employe alone is liable for his hurts is obsolete. In principle, then, the workmen's compensation law may be accepted; it only makes tangible a burden on society which has always been a burden since society emerged from savagery, and, in a sense, always; it is only a new way of doing what has always been done.

But whether the particular law confronting us may be adequate to its purposes is quite another question. It is quoted elsewhere in this issue in full, and it seems to us to have two serious defects. Its exceptions are an inordinate and discriminatory in favor of the planter class and against the mercantile and industrial classes; it provides no compulsory means of accumulating a fund to meet the charges it imposes. While there may be other defects, and no doubt are, these two seem patent. It is true that some of the State laws in America do not compel insurance, and it is likewise true, perhaps, that those that do have had more difficulty in getting by the courts.

But compulsory insurance connotes a regular uniform charge, upon every employer and every employe; something definite and tangible, something easily booked and taken account of, to be passed on to Peter the consumer. It seems to us that short of this a good deal of industrial havoc could be wrought by such laws. In effect they levy a tax directly paid by employers and indirectly by the public, to be used for the specific purpose of relieving want entailed by accidents in industries. Yes, they levy a tax; and if they did not, then other taxes would have to be utilized for the same purpose. But if they levy a tax by merely extracting it from Paul's pocket, taking it from one man and not from another, and default to the state, should always render in helping men to protect their property and enjoy the usufruct thereof by charging full prices for it including all essential costs, they stop short of their clear obligation. They fail in equity. They fairly breathe temptation to the unscrupulous.

If the law here discussed works out in this way, it is highly defective and either a want of full information or something of mal intent went into its conception.

But it is not all defects. An act has been appointed to study it and recommend amendments.

Whatever the law is, it is a fact, or will be on June 10. As it is logical to assume that it will never be taken off the books, it is something which has to be faced. Here, from one lawyer, seems to be excellent advice:

See that the injured man receives proper medical attention.

Notify the bureau of labor.

Consult your legal advisers as to your liability under the circumstances.

Where liability is clear, make an agreement with the employe under the provisions of Sec. 29 (the one permitting mutual settlement independently of the law's stipulations).

To this the *Journal* would add, consider your risks under the law carefully, and insure against them if reasonable advantage lies in doing so.

TROPICAL CALMS

The executive marks time, awaiting the control board decision from the United States supreme court and the outcome of the Kiess-Willis bills, as well as the usual elections. Yet the annual meetings of the government companies have been held. George Dankerth went up from auditor of the bank to the vice-president's chair vacated by Charles M. Cotterman, seemingly with the combined duties of both positions; and George is a young man and this an unusual opportunity coupled with equal responsibility. John R. Wilson, secretary of the chamber of commerce, succeeded R. Renton Hind on the bank's directorate and will bring to the post his familiarity with land values. Elsewhere there was no change; Carlos Young was merely made vice-president of the development company and acting manager during the absence from the islands of Captain H. L. Heath, the president. In the cement company, coal company, Sabani estate, an railroad the status quo ante continues. An anonymous banking authority in America is asked to take ₱50,000 in exchange for a survey of the bank with recommendations, and there is renewed talk of selling the cement and coal companies. With its profits of about ₱2,500,000 the railroad plans buying bigger engines and some Pullmans, while we suppose the Bicol extension is to go forward as rapidly as possible. Somebody wants to buy the cement company on the easy payment plan; it is, too, too; we think of no sure-thing game promising higher rewards to the speculator. Probably nothing will come of this, but if someone will plunk down cash to the value of the plant, then it should be sold. The cold fact is that it isn't a shoe-string proposition. Despite elections here and in America, buying keeps up remarkably well.

Though the executive marks time, for obvious reasons, Governor Stimson has nevertheless stiffened the government's backbone materially in his several decisions not to entertain appeals of administrative matters from the officials legally empowered to decide them, and in his conspicuous refusals to grant clemency in grave criminal cases where the guilty are punished with death. In this particular field he is out of the woods.

JAMES MAYNARDEER BROWNE

James Maynardeer Browne, who died at St. Luke's April 26 aged 58, was an exemplary American who spent his life in the Philippines. Since 1926 he had been a vice president of the Bank of the Philippine Islands and in charge of the foreign department. He had been associated with the bank since 1914; he managed the Zamboanga branch for four years and the Cebu branch for two. Of slight physique, wiry and cooked by the tropics, Browne was an anachronism, in a way, and without making up in the least could have gone on in the character of a Yankee in the tropics of seventy years ago—when the codes of the game were unwritten and men's words were their bonds. Illustrating: A few years ago, being a bachelor, Browne began buying annuities and there was no third person in the plan to attest his age. Though this is an irrevocable requirement, the company accepted Browne's statement of his age when the Manila manager certified, "I know the applicant personally and believe it impossible that he should prevaricate under any circumstances." Words to that effect. Well, he was one of the last of the *Wood* men of the old Department of Mindanao and Sulu. Wood chose him, O. V. Wood, Allan Gard and others, and made them deputy governors of the districts and provinces, with a view to their succeeding the military governors. John Hackett says this in his tribute, *Mindanao Herald*, April 28, where we learn that Browne came to the islands in 1900 and spent more than half of the time since in Mindanao, where he was a real pioneer. He governed Basilan during its most troublous period. He also made the first assessment of Zamboanga, and put the internal revenue law into effect there. In banking he rose from assistant manager in Zamboanga to the place he so ably held when he died. He was a member of the chamber of commerce.

Four Best Manila Newspaper April Editorials

University Selection: Also the Best Among the Four

A LOCAL ISSUE (Times, April 16)

The biggest issue before the Philippine electorate now seems to be cooperation or non-cooperation. While the Filipino leaders such as Senator Cornejo, present president of the Insular Speaker Roxas, are strong for cooperation, which has been pledged to the new insular administration, Resident Commissioner Gabaldon, who has just returned from the United States and is now seeking election in his district in Nueva Ecija to the house of representatives, advocates and preaches non-cooperation.

No doubt non-cooperation as a shibboleth will make a big hit with the masses, especially if Governor General Stimson is portrayed under a false light. But the right-thinking elements of the country, persons of all classes who have the interests of the country at heart, will not subscribe to such political preaching for it will lead but to rancor, stagnation and possibly retrogression. If his issue of non-cooperation were put squarely to the whole Filipino people, there is no doubt but that they will vote against it by an overwhelming majority.

By experiences in the past, non-cooperation has worked out disastrously. The Filipino people have realized this and have opened their eyes in time to turn a new leaf. Mr. Gabaldon only wants an issue that will catch the imagination of voters in his Nueva Ecija district. He has brought an ill wind that blows nobody good. Let us all hope that the wind will blow over after the June elections and everybody will then put his shoulder to the wheel to assist Governor General Stimson in stimulating progress in the Philippines.

BIG ENOUGH NOT TO BE OMNISCIENT (Herald, April 11)

If in the past there were certain grievous misunderstandings which had caused a serious rift in the smooth functioning of the Philippine Government, they were due to the tendency of certain magistrates to interpret the laws of the land in their own way or to constitute themselves into law. But it is most heartening, indeed, to have the present Chief Executive encourage the different departments of government to administer and enforce the laws entrusted to them and to keep his hands off in matters in which his interference will result in the public's loss of respect in officials who are discharging their duties according to law. By such an attitude Governor-General Stimson is fostering the further development of self-government and discouraging the excessive paternalism which has done more harm to the cause of good government here than all the alleged disabilities and instances of incapacity of Filipino officials.

A case in point is the letter of the Governor-General to Miguel Cornejo who, after advising the tenants of the Malibay Estate not to bid for their property in the estate, would have the Chief Executive take a hand in the sale of the property by the Bureau of Lands. As the Governor-General has stated in his letter to Mr. Cornejo, "the questions upon which the making of those sales depends are matters the determination of which is entrusted to the hands of the Director of the Bureau of Lands and his subordinates. . . The Organic Law, which forms the basic constitution of our Government in the Islands, certainly does not contemplate that I should substitute my own personal judgment for the official judgment of the various executive officers to whom by law the administration of such details as these of the lots, entrusted to me in the conduct of the Insular Government. The great power of supervision and control over the executive functions of government which that Organic Law imposes upon me should ordinarily be not invoked to interfere with the conduct of government by my subordinates, unless they have been guilty of some misconduct

or neglect deserving of great reprobation or even removal from office."

That dictum is self-explanatory. On questions of government the administration of which is left to his subordinates, as specified by the Organic Law, the Chief Executive will not interfere, unless irregularities exist. Persons who are in the habit of annoying the Governor-General with questions of government that

1. A Local Issue.—(Times, April 16) —Selected by Mr. Jesus Valenzuela.
 2. Big Enough Not to Be Omniscient.—(Herald, April 11)— Selected by Jesus Valenzuela.
 3. A Propitious Start.—(Bulletin, April 11)— Selected by Professor Vicente Hilario.
 4. Our Debaters Abroad.—(Tribune, April 15)—Selected by Professor Vicente Hilario.
- Best of the Month: A Local Issue.—(Times, April 16)—Selected by Professor Shannon and the above Judges. Certified.

—G. P. Shannon.

NOTE.—Dr. Shannon, head of the English department, college of liberal arts, University of the Philippines, is naturally short handed during the summer period and his special effort to have the department review the newspaper editorials for the Journal is all the more appreciated on that account. Added to this, he is personally carrying a great deal of work in the summer classes.

With the opening of the next semester, there will be the regular corps of judges, one for each newspaper, with Dr. Shannon in general charge. The Times is the first paper to score first place twice successively, having done so in March and April.—ED.

properly fall in the hands of his subordinates should carefully read the letter of the Chief Executive addressed to Miguel Cornejo. In a way, it is a notice served to the public that a government of law now exists in the Islands; that the former practice of treating other executive officials in the Government as mere figureheads is now a thing of the past.

A PROPITIOUS START (Bulletin, April . .)

Governor General Henry L. Stimson has held the office of chief executive of the Philippine Islands for nearly one month and a half. During this brief period he has accomplished much. He has given a great deal of his time to studying the workings of the different departments of the government; he has discussed problems, past, present and future, with the various department heads and bureau directors. By so doing, he has gained a knowledge of the manner in which the government machinery is operated and has, no doubt, formed an opinion of what changes, any, should be made. His method has proved singularly fortunate.

By the thoroughly business-like fashion with which he has approached his task in these islands, he has gained not only the goodwill but the confidence of the public. This attitude is especially noticeable upon the part of the Filipino political leaders. Without exception, they have responded to his straight-forward conduct and in repeated statements have urged that he be given every opportunity, free from criticism, to develop the full details of his policy.

The details that have been announced by Governor General Stimson have been outlined in such considerate and sound fashion as to give no offense or arouse suspicion. After a few

weeks in office he announced that he did not favor government ownership of enterprises such as the Manila Railroad company, the Philippine National Bank, the National Development company. But at the same time, he made perfectly clear the fact that there need be no apprehension he would make any rapid move to dispose of those corporations or to deal with them in any inimicable to the interests of the government.

In a recent letter regarding the sale of the Malibay lots being conducted by the bureau of lands, he made equally clear that he did not regard it as conducive to efficient conduct of government to reopen applications in matters which had already been regularly and formally decided by his predecessors. Evidently the governor general believes in that tremendous sentiment of Lord Macaulay that it is for the good of the commonwealth that litigation should cease.

Indeed, the governor general "got off on the right foot," on the very day he assumed the responsibilities of his office. In his inaugural address he seemed to accomplish the impossible. He pleased everybody. Yet at the same time, he made no promises. Nor did he commit himself upon various issues. But he did make his attitude clear in one respect.

He announced that he would do all within his power to develop the natural resources of the Philippine Islands and at the same time, protect the present industries. Already economic surveys of the entire archipelago have been made in his behalf and as a result, vast development is predicted. His recent prompt and energetic assistance in fighting the movement to restrict the free entry of Philippine sugar into the United States was highly gratifying and encouraging to all industrial leaders.

From every side is heard the opinion that the new governor general is proceeding with his administration in a safe and sane manner. His careful scrutiny, of the many questions put before him; his courteous consideration for the feelings of those with whom he has to deal in such matters, bode well for the success of his administration and the increasing prosperity of the Philippine Islands.

OUR DEBATERS ABROAD (Tribune, April 15)

While we, in the Philippines, have every reason to be proud of the record being made in the United States by the University of the Philippines debaters, let us not, at least, exaggerate too much their accomplishments. We had our confidence in their abilities and this has been justified by their remarkable succession of victories—four of them, at this writing. They were the pick of our youthful intelligences and they have shown that Filipino youth can be developed intellectually to compete with the best of other lands. We considered their mission a very valuable demonstration to the people of the United States of the advance of our cultural knowledge and the keenness of intellect of our people. Already they have justified this belief.

But in this moment of a university triumph that is almost national, let us not forget that these boys are arguing on a subject on which they have had most intensive preparation. Their opponents, regardless of their abilities, have had the matter nor the environment to permit a similarly intensive study. This is not to belittle the success of our boys, but rather to invite our people to moderation in their estimate of their victories.

The Journal notes with pleasure the fact that Michael J. O'Malley, president of the Philippine Trust Company is so far recovered from the illness that had him bedridden with pain for so many months that he is up and about, free from pain, and recuperating in Baguio.

Next month the Journal will publish Mr. Percy A. Hill's historical account of the Escalante-Manila's Main Street. The story is most intriguing. Don't miss it. It takes you from Flanders fields, where even then the poppies grew, to a disreputable posada or inn of 17th century Manila that stood about where stands today the Hike Shoe Store.

The Month in Sports: The Daimai

By CARROLL D. ALCOTT



Baseball, the 'king of all American athletic pastimes, swung his scepter or rather his bat over Manila the last few days in April and the population of fans acknowledged his presence by jamming the Nozalea Park grandstands and bleachers. The occasion was the presence of the Daimai, one of Japan's favorite ball clubs.

Unfortunately, it is impossible at this time to render a fair criticism of the Daimai. They are scheduled to play a series of nine games with three all-star selections, the All-Filipinos, the All-Americans and a crack aggregation made up of players from both of these teams. At the present writing, they have played three games and lost two. Their meetings with the All-Filipinos were disastrous. On April 23, they were overwhelmingly beaten, 8 to 1, and again they bowed to the superiority of the local team, May 1, 9 to 0. Judging from these two performances, baseball as the Japanese play it is nothing to go wild about although reports have it that as many as 85,000 Japanese fans have jammed the stadiums of their native land to witness high school teams in action. That does not mean, however, that the Japanese play exceptionally good baseball, but rather that the sport is exceptionally popular.

In their two appearances against the Filipinos, they failed utterly to make an impression. But the fact remains that on Sunday, April 29, they defeated the All-Americans 3 to 1, by virtue of a ninth inning rally. It was one of the most brilliant games played on the local lot in many months, not excepting some of the ten and eleven canto encounters that have graced the regular Philippine league season. Since the start of the last half of the league schedule, the Yankee team in the loop, the Eagles, has managed to hold its own with the Filipino stars and it is hard to believe, after watching every game that has been played this year, that there is as much difference between the Americans and Filipino players as the results of the Daimai series thus far indicate.

Against the Yankees, the Daimai were practically unbeatable. Their work on the field was all and more than one would expect of Class B teams in the United States, while they managed to hit Mayhall hard enough in the last inning to put across the winning runs. Certainly, they are not to be too heavily criticized at the moment.

Apparently, the Daimai are not in a class with the Filipino team. In other words, the present series has been an international victory for the Philippines over a country where baseball is played by the myriads, although it is not quite as marked and outstanding as some of the local critics would have us believe. The Daimai came to the Philippines reputed to be a good baseball club and nothing more. Three years ago, they were regarded as the best team in Japan, but they have since been separated from that title. There are perhaps any number of teams in Japan quite as good at the present time and hence they cannot be rated as an all-star selection. Instead of being pitted against good baseball teams, the best players of four teams were chosen to meet them. In other words, the Filipinos have played the best men they have against the invaders and the same is true of the Americans. And the best of the Americans and Filipinos will play the Daimai in the last three games of the series. Identically the same thing would happen if an All-American football team played an ordinary team or if the best players of the big leagues were picked to meet an ordinary club. Hence it is hardly fair to say that the Filipino victory when viewed in an international sense has been so overwhelm-

ing. Still, I believe that the Meralco nine, from which most of the All-Filipinos were chosen, stands more than an even chance of humbling the Daimai although probably not at completely as the all-star crowd has done.

In spite of their first two losses—I presume that they will lose more games—the Daimai have displayed a spirit of sportsmanship that might be copied with no ill effects to those doing the copying. I say this in spite of criticisms to the contrary wherein the Japanese were scored for their lack of sportsmanship. In none of the games played have the Japanese indicated by action or word that they were laying down on the job. They played baseball during their darkest sessions as though they had a chance to win.

even with the score overwhelmingly against them. Only once did a Japanese player question the decision of an umpire; and then, finding that his questioning was of no avail, he merely bowed and let the matter drop. On this particular occasion, he was well within his rights.

The Japanese accepted the bad breaks they received without a murmur and in their game with the Filipinos on May 1 there was not one close decision rendered in their favor. Certainly the decisions were not responsible for the nine errors they made in the field, but the breaks coming as some of them did served to lower the morale of the visitors and made them more or less easy victims. After the game, the Daimai accepted their loss in good spirits and referred to the result as being merely a bit of "bad luck." In view of these facts, I am still at a loss as to why some critics chose to call them poor sports. They were merely outplayed in every department of the game and they grinned even in face of their helplessness.

Track and field.—One outstanding event in the sport world occurred in Manila last month



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that does not bear overlooking. Baseball held the spotlight most of the month, but the national championship games gave it a close run.

It was swimming that furnished the biggest thrills and attracted the most attention in the titular contests. And the crack Moro team from Jolo was the center of attraction. Pitted against the best that the army has produced, the Moros splashed their way to one of the most

nassed Hall in action. Too many invading fighters have visited these shores during the past 12 months, bringing good reputations with them, but instead of living up to their records, they have failed miserably.

Yachting.—J. C. Rockwell, sailing the *Limbas*, won the championship Star series for the right to compete in the international races.

an evolution of this peculiarly American travel convenience has occurred since he laid aside his lively baton. "The sleepers (on the Great Northern *Oriental Limited*) are twelve section, one drawing room, with oversized sound-proof berths, divided by permanent sectional partitions and roomy and completely equipped dressing rooms for both sexes. The observation cars contain three compartments, a large general lounge, men's smoking and club room, women's shower bath and lounge and buffet. The platform is deeply recessed, allowing generous space for observation, and the extra high wide windows serve the same purpose inside.

"Special service features of the train include a modern barber and beauty shop, a ladies' maid, a valet, shower baths for men and women, and a library of informative and entertaining books. Car floors are richly carpeted, and the decorations are a departure from anything heretofore attempted. . . Upholstery and finishings are in harmony with the decorations."

Such a train is of course pulled by "a giant of the rails." The weight of such an engine with tender is 617,800 pounds, let us say upward of 308 tons, and the overall measurement is 94 feet, eight inches. The aviators are quarreling about the comparative economy of air and rail transport, but enthusiasm is about all they have as yet to buoy them up; one *Oriental Limited* engine pulled a train of 18 cars loaded with silk from Seattle to St. Paul, 1826 miles, and returned to Seattle with the *Fast Mail* train without roundhouse care. Already 1200 miles of the road are either electrified or supplied with oil-burning engines, and electrification gives way only to more modernized electrification—"ninety-six miles of main line via a new tunnel through the Cascades from Gold Bar to Wenatche, and the retirement of one of the pioneer electrifications of America to give place to the new work." Such transcontinental railways of America expend more than the yearly revenues of the Philippines "for upkeep of equipment and the road and for improvements," the Great Northern having allotted above \$40,000,000 to these purposes this year.



The Moro Swimming Team

complete and overwhelming victories that any swimming team has won in a national championship tournament held in these islands.

The Moros shattered records, beat the best opponents that Luzon could produce, and one, or possibly two, won the right to represent the Philippines in the Olympic games at Amsterdam. Teofilo Ildelfonso, crack Fort McKinley merman, considered one of the greatest long distance men ever produced in the islands, found his masters in the 400-meter free-style, although he won the 200-meter breast-stroke event in quick time.

The most outstanding achievement of the boys from the southern islands was when Taburan of the Moro crew clipped approximately two minutes off the Philippine amateur 400-meter free-style record. The old record was seven minutes and 32 seconds. Taburan negotiated the distance in five minutes, 33 1/2 seconds, a feat that speaks for itself.

In all, the Moros broke five records, the most important being the 400-meter free-style mark and the 1500-meter race. Taburan making both. In the latter event, Taburan clipped one minute off the old mark of 24 minutes flat.

As a result of their victory, the Moros are now regarded as being capable of producing the best swimmers in the Orient and it is possible that they may make a strong bid for international honors at Amsterdam. Taburan, Jakaria and Arasad, the three stars of the team, did not return home with their mates but remained in Manila for the Olympic trials. Two of these men will possibly make the trip to Europe this summer.

In track and field, Toribio hung up the most outstanding achievement when he broke his own high jump record established last year at the Far Eastern Olympics in Shanghai when he cleared the bar at six feet, 4-3/8 inches. Toribio has been chosen to make the European trip.

The results of the national championship games indicate plainly the enormous strides being made by Filipino athletes. Their progress has been rapid, especially on the track and field and in the tank. They are yearly lowering their local records and rapidly approaching world marks which means that in future Olympics, the Filipinos may be very much in evidence.

Boxing.—The art of legalized murder as practiced in Manila during April must needs improve during the present month, not so much for the sake of the game, but for the sake of the box office. It was just one of those bad months where the big match on the bill flopped. Ceferino Garcia and Kid Moro, a pair of fistic mummies, were the principals. And Garcia dropped the welterweight championship of the Orient. He exhibited a serious lack of gray matter, while Moro, fighting at a weight disadvantage, resorted to clinching. May may uncover something better. Joe Hall, colored light-weight boxer, arrived from the United States last month and will probably fight Kid Moro. Hall has a reputation. He is still a youngster and looks like a fighter. The writer does not wish to commit himself, however, until he has wit-

"GREAT NORTHERN" LUXURIES

"I have known hotels where the walls were less discreet than those of a sleeping car," says Jacques Offenbach (whom nobody nowadays remembers as the French composer who was the lion of the Philadelphia centennial in his curious account of his American travels, *Offenbach in America*). "On the left, the occupant of 'the cabin' was a charming young lady." She had retired to her room as soon as the transformation of the saloon had taken place, and to her honor be it said, her presence was revealed only by the most discreet motions. Then, when the curtain ceased to stir, the sound of a bed receiving a light body informed me that she had at last lain down for the night."

Offenbach was delighted, all in all, with the American sleeping car of the seventies, but what



Let's Go to the Movies

By MRS. GEORGE READ, JR.



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"Manila Daily Bulletin," March 19, 1928.

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Garden or the Opera at Brussels are quite the order of the day. And while there may be something absurdly resembling a gargantuan wedding cake about the rococo white and gilded organs which rises and sinks through the floor at the psychological moment, there is yet a delightful flavor of magic about it. And nothing could savor more of a gay Arabian night's entertainment than the suave appearance from the nether regions of the entire symphony orchestra playing upon their burnished instruments as if airily supporting upon a magic carpet. In extravagant detail, the décor may perhaps savor of mob splendour. At the same time, when the lights are dimmed, and violins and harps, cellos and violas begin a pizzicati and a cascade of sweet sound, vague columns with a sheen of gold leaf softly up to incredible heights, and the general superb proportions of the theatre are, in the half light, unmarred by too much ornamentation. The audience, let us at any rate assume, is in a mood to respond to the spirit of beauty.

A theatre somewhat of this character is the Paramount Palace in New York; also Samuel L. Rothafel's new theatre there, known popularly as a "fine theatre in Manila"; or better still, some prosperous local concern? It is needless actually to name names, though the impulse is strong to roll out a list of them. It would not be difficult to guess the logical Abou Ben Adhem, would it?

The Ideal in Avenida Rizal has been made more comfortable and attractive and has recently reopened minus those obstructive columns in the lobby which we particularly disliked. It required almost a stroke of genius to avoid them and get a bird's-eye view of what went on on the screen.

It is not unpicturesque, the Ideal, with its winding stairways and beves of potted plants, housed in one of Manila's oldest buildings among curious landmarks. On either side in the courtyard are ancient aerial walkways connecting time-worn and agreeably discolored walls. While in the reconstruction of the theatre the demands of the climate makes upon architecture have not been faithfully considered, still the present change is a decided improvement. It is always a cool and pleasant place to go.

Meet The Prince. What in the world is Joseph Schildkraut? Did you see him in Andreyev's *He Who Gets Slapped*? Or in the New York Theatre Guild's production of *Peer Gynt*? Has the legitimate theatre renounced him? Here it comes to look upon him as one of ours? Is he discouraged, disillusioned, or gone money-mad? Or has he been merely giving the movies a chance in this one venture, *Meet The Prince*? We have not heard of him in any other.

If New York has no place for him, there is Germany. The theatre there is a thousand directions. Paris is not an unhappy hunting ground for artists of the stage. There is the aspiring little theatre in Montmartre: Le Vieux Colombar; best of all, the Théâtre des Arts. However, perhaps these Paris theatres are too much under the thumb of ruling personalities interested first in developing themselves. The Pétroffs at the Théâtre des Arts would probably show more interest in promising novices whom they could submerge in minor roles than in equal artists who have arrived. And so it is with well established theatres everywhere. Life is not easy for the artist.

In *Meet The Prince*, Schildkraut's bowing scenes are to be recommended as perfect models of svelte, friendly aloofness, if that sort of thing intrigues you *petite*. His buttery act was clever, they gave evidence of the actor's sense of humor, which is always gratifying, and gave

him an opportunity to display an adroit physical grace. The rest of the picture was taken up by amateur scenes in amiable situations and you have forgotten what it was all about before you emerge from the theatre.

Volcano. Bebe Daniels more imbued with movieism than ever and totally incapable of creating the illusion of any other person, period of time or locale save Bebe Daniels, Hollywood, 1928. An authentic view of an authentic ocean, designated in the subtitles as the particular sea of Manila. In an unconvincing volcano emitting a display of fireworks which any Fourth of July child might reproduce as well.

The Taxi-Dancer. It seems to be a Joan Crawford season. This lately sprung up young actress has appeared in Manila in no less than half a dozen feature films within the last four weeks. It is an easy matter to become a Crawford enthusiast after seeing her in such pictures as *The Taxi-Dancer* and *Spring Fever*. The former is hackneyed plot. But the old familiar situations come quickly to life when Joan appears on the scene. Once in a great while she gets concerned about her make up, but the gestures are not foreign to the part she is playing. And in the more climactic situations she waves vanity to the winds and suffers with a vivid imagination. Good directors can instill the semblance of emotion into many a wooden mime. The clever they are, the larger grows the bag of emotional tricks with which they equip their male and female stars. But there is nothing of the puppet about Miss Crawford. She is really living and thinking. She is really gay and suffering. Whether or not she is really versatile, we cannot say, since her pictures are so far off a piece. Versatility may not be necessarily the test of an artist, but it is decidedly the test of an actress. We shall see as time goes on how Miss Crawford is lasting. Meantime we will have been well entertained by her interpretations of a modern young woman endowed with sufficient brains and imagination to give some significance to a mediocre word.

Quality Street. One of the best, largely due to the author, Sir James W. Barric, and in spite of Marion Davies—who turns out to be surprisingly entertaining at times, however—as the demure, inhibited, doll-like belle of Quality Street. Conrad Nagel shows himself peculiarly apt as the sensation-seeking charming young cavalier who goes off "to the wars"—the Napoleonic wars, to be exact—and leaves the belle without a confessed lover.

Under the sharp and malicious eyes of the spinsters who frequent the neighborhood, Miss Phoebe twists into sainthood herself, the head of a little day school which she and her sister Susan have opened. When the still loyal lover returns and finds his lady in spectacles and cap, with all the adorable curls out of sight and her features crystallized into prim rigidity, he forgets to present the elegant bouquet he has brought with him according to his old custom. Miss Phoebe twiddles into sainthood herself, the purchase it from the corner florist, peering discreetly but ever so curiously out from behind their curtains of glazed chintz. This neglect to present the nosegay nearly breaks Miss Phoebe's heart, but instead of giving in to her grief, she asserts her high spirit and masquerades as her own niece, the flippant Miss Livvy from London. Miss Livvy so captivates the returned cavalier with her audacious behavior, and provocative flirtations that Miss Phoebe experiences the peculiar agony of becoming jealous of herself. She swears she will never forgive her lover if he succumbs entirely to Miss Livvy's blandishments.

Fortunately, the young doctor discovers the disguise, and outwits Miss Phoebe at her own game. He pays the imaginary Mrs. Livvy off to London in the guise of a stuffed figure so as to convince the goddess of Quality Street

that it takes more than a pretty face to hold his heart captive, and at the same time convinces Miss Phoebe that she is the mixix he loves. The picture is full of charming little scenes replete with humor and sagacity; brimming with poignant little incidents of penetrating delicacy that keep the audience continually shrieking with glee or furtively wiping away those tears of which most of us seem so unbecomingly ashamed.

Forecast. *Foreign Devils*. In a day or so at the Lyric, *Foreign Devils* will begin a week's run. It is a briefly recounted romance with the Boxer rebellion for background. The cast includes Claire Windsor, Tim McCoy, Frank Currier, Emily Fitzroy, Lawson Butt, Sojin, and others. The acting is dignified, restrained. Details that might have proved tedious have been eliminated, and the camera focused only on the high spots. There are excellent clousups of the Great Wall of China as introduction, as well as street and river scenes around Shanghai, Tientsin and Peking. Although these are authentic views, while those of the Lama temple and the British Compound at Peking are not, they are so cleverly interlaced that the illusion of the Orient is well sustained throughout.

Sojin, celebrated on the screen since 1902, is impressive as chief emissary of the Empress. He has nothing to do particularly in the way of creating a role, yet to watch him is like seeing a fascinating portrait in movement.

But speaking of portraits in motion, the beauty of Claire Windsor is *Foreign Devils'* chief claim to fame. Watching her move about in the clinging, sweeping gowns of a quarter of a century ago, the litheless of her long limbs, the firm pose of her exquisite small head, crowned with curls, one thinks that her name should be Diana and that she is reminiscent of the heroines of George Meredith. In the early scenes of the picture especially she makes a remarkable appeal to the imagination, which is saying a great deal in this day of the wholesale exploitation of feminine beauty on the screen. There is something intelligent and convincing about Miss Windsor's beauty that gives one reason enough for seeing any film in which she may appear.

Tim McCoy is restrained and entertaining in his role of the aggressive, self contained, audacious officer who acts as an important instrument in saving the lives of many of the foreigners who have taken refuge at the various legations during the uprising. Go and see how he manages to outwit the Daughter of Heaven, who sought to destroy every foreign resident in Peking—according to Peter B. Kyne, who wrote the book and the scenario.



Joan Crawford



Claire Windsor

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Here Is the Full Text: Workmen's Compensation Law

The following law becomes effective June 10. As copies are scarce even in law offices, the Journal makes occasion to publish it in full, and will endeavor to gather representative and authoritative comment upon it for the June issue.—ED.

Seventh Philippine Legislature) H. No. 1859
Third Session)

[No. 3428]

AN ACT PRESCRIBING THE COMPENSATION TO BE RECEIVED BY EMPLOYEES FOR PERSONAL INJURIES, DEATH OR ILLNESS CONTRACTED IN THE PERFORMANCE OF THEIR DUTIES.

Be it enacted by the Senate and House of Representatives of the Philippines in Legislature assembled and by the authority of the same:

SECTION 1. Employees included.—This Act shall be applicable to all industrial employees hereinafter specified.

SEC. 2. Grounds for compensation.—When any employee receives a personal injury from any accident due to and in the pursuance of the employment, or contracts any illness directly caused by such employment or the result of the nature of such employment, his employer shall pay compensation in the sums and to the persons hereinafter specified.

SEC. 3. Applicable to Government.—This Act shall also be applicable to the employees and laborers of the Insular Government, and of the governments of the provinces, municipalities and other political subdivisions of the Philippine Islands, employed in the industrial concerns of the Government and in public works.

SEC. 4. Injuries not covered.—Compensation shall not be allowed for injuries caused (1) by the voluntary intent of the employee to inflict such injury upon himself or another person; (2) by drunkenness on the part of the laborer who had the accident; (3) by notorious negligence of the same.

SEC. 5. Exclusive right to compensation.—The rights and remedies granted by this Act to an employee by reason of a personal injury entitling him to compensation shall exclude all other rights and remedies accruing to the employee, his personal representatives, dependents or nearest of kin against the employer, under the Civil Code and other laws, because of said injury.

Employers contracting laborers in the Philippine Islands for work outside the same may stipulate with such laborers that the remedies prescribed by this Act shall apply exclusively to injuries received outside the Islands through accidents happening in and during the performance of the duties of the employee; and all service contracts made in the manner prescribed in this section shall be presumed to include such agreement.

SEC. 6. Liability of third parties.—In case an employee suffers an injury for which compensation is due under this Act by any other person besides his employer, it shall be optional with such injured employee either to claim compensation from his employer, under this Act, or sue such other person for damages, in accordance with law; and in case compensation is claimed and allowed in accordance with this Act, the employer who paid such compensation or was found liable to pay the same, shall succeed the injured employee to the right of recovery from such person what he paid. *Provided*, That in case the employer recovers from such third person damages in excess of those paid or allowed under this Act, such excess shall be delivered to the injured employee or any other person entitled thereto, after deduction of the expenses of the employer and the costs of the proceedings. The sum paid by the employer for compensation for the amount of compensation to which the employee or his dependents are entitled, shall not be admissible as evidence in any damage suit or action.

SEC. 7. Contract prohibited.—Any contract, regulation, or device of any sort intended to exempt the employer from all or part of the liability created by this Act shall be null and void.

SEC. 8. Death benefit.—If the injury received by the employee causes his death within six months from the date of such injury, the employer shall pay the compensation to the persons entitled thereto, and in case there should be none, he shall pay to the person representing the deceased employee the burial expenses, not to exceed one hundred pesos, and shall also pay for or for the following persons, in the order of priority and during the periods hereinafter set forth, a weekly compensation equivalent to the following percentages of the average weekly wages of the employee, as determined in section nineteen of this Act:

(a) To the dependent widow or widower, in case there are no dependent children, forty-five per centum.

(b) To the dependent widow or widower in case there are one or two dependent children, fifty per centum, and if there are three or more dependent children, sixty per centum.

(c) If there is no dependent widow or widower, but a dependent child or children, such child or children shall be paid thirty per centum, with ten per centum additional for each child in excess of two, up to a maximum of fifty per centum, which shall be distributed in equal shares among the children if there be more than one.

(d) If there are no dependent widow, widower, or children, but there is a dependent father or mother, forty per centum to the father or mother if totally dependent, or twenty-five per centum if partly dependent, and if both parents are dependent, each shall be paid one-half of such compensation. If there is no parent, but dependent grand-parents, the same compensation shall be paid as to a father or mother.

(e) If there are no dependent widow, widower, child, parent, or grandparent, but there is a dependent grandchild, brother or sister, or two or more such, then twenty-five per centum shall be paid for one dependent and five per centum additional for each additional dependent, up to a maximum of forty per centum, which shall be distributed share and share alike among the dependents if there be more than one.

When several persons are entitled to compensation and there is disagreement concerning the share of the compensation each should receive,

the Bureau of Labor shall act as referee and designate the share to be allotted to each dependent; but if the good offices of said Bureau do not meet with the approval of all parties concerned, the courts shall be competent to settle the matter in case an action is brought, and the employer may turn the money over to the court, subject to disposal by the same. In case the laborer or employee who had the accident dies and there is no surviving spouse and the dependents or some of them are minors and have no guardian appointed by a court, the employer or concern compelled to pay compensation under this Act shall deposit the money represented by such compensation with the local justice of the peace court if outside the City of Manila, and with the municipal court in said city, and the officers thereof shall order payment to the minors through the municipal treasurer and the city treasurer, as the case may be, without necessity of appointing a guardian.

SEC. 9. Dependents of the injured person.—The following persons, and no others, shall be considered as dependents and entitled to compensation under the provisions of this Act:

A son or daughter, if under eighteen years of age or incapable of supporting him or herself, and unmarried, whether actually dependent on the deceased or not;

The widow, only if she was living with the deceased or was actually dependent upon him, totally or partly;

The widower, only if incapable of supporting himself and actually dependent, totally or partly, upon the deceased on the date of the accident;

A parent or grandparent, only if totally or partly dependent upon the deceased;

A grandchild or brother or sister, only if less than eighteen years of age or incapable of supporting him or herself, and totally dependent upon the deceased. The relation of dependency must exist at the time of the injury.

A foreigner shall not be considered as a dependent within the meaning of this Act if he is not at the time a resident of the Philippine Islands, and any dependent foreigner leaving the Islands shall automatically forfeit all right to any benefit under this Act.

SEC. 10. Periods of compensation.—The compensation provided for by this Act shall be payable during the following periods:

To a widow, until her death or remarriage; but in no case for more than two hundred and eight weeks;

To a widower, during his incapacity; but in no case for more than two hundred and eight weeks; To a son or daughter, until he or she has completed eighteen years of age; but in case a son is

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unable to support himself and is not married, while such incapacity lasts, but in no case for more than two hundred and eight weeks in all;

To a parent or grandparent during the continuance of their actual condition of dependency; but in no case for more than two hundred and eight weeks;

To a grandchild, brother, or sister, during their condition of dependency, as defined in section nine hereof; but in no case for more than two hundred and eight weeks;

Upon the expiration of the compensation under this section to any person, the compensation payable to the remaining persons entitled to compensation because the entire period during which they must be paid compensation has not expired, shall be that which such persons would receive if they alone had been entitled to compensation at the time the deceased died.

SEC. 11. *Scope of certain words.*—The words "son," "daughter," or "children," as used in this Act, shall include stepchildren, adopted children, and illegitimate children acknowledged before the injury was contracted; but they shall not include married persons, unless the same be dependents, for any reason provided for in law. The word "brother" or "sister" includes stepbrothers or sisters, half brothers or half sisters, and brothers or sisters by adoption; but it does not include married brothers or married sisters, unless the same are dependents for any reason provided for in law. The words "grandson," "grand-daughter," or "grandchild" include children of adopted children and children of stepchildren; but they do not include stepchildren of children, nor stepchildren of stepchildren, nor stepchildren of adopted children, nor married grandchildren, unless the same be dependents in accordance with the law. The word "parents" includes stepfathers and stepmothers and parents by adoption. The words "grandfather," "grandmother" or "grandparents" include the parents of parents by adoption; but they do not include parents of step-parents, step-parents of parents, nor step-parents of step-parents.

SEC. 12. *Sundry provisions regarding death benefits.*—In computing death benefits, the

average weekly wages of the deceased employee shall not be reckoned at more than thirty pesos nor less than four pesos; but the total weekly compensation shall not in any case exceed the average weekly wages computed in accordance with section nineteen of this Act, nor shall the compensation paid in any case exceed in its aggregate the sum of three thousand pesos.

The bona fide payment of a death compensation by an employer to a dependent entitled thereto in the second place after another dependent or dependents shall protect and exonerate the employer, unless and until the dependent or dependents having priority right shall notify him of his or their claim. In case an employer is doubtful regarding the rights of rival claimants, he may apply to the Bureau of Labor which, acting as referee, shall determine the persons who under this Act are entitled to compensation. If the decision of the Bureau of Labor in this case is not satisfactory to any of the claimants, it shall be incumbent upon the competent court to decide the matter, on the petition of an interested party.

In the event of death occurring after a period of total or partial disability, the period of disability shall be deducted from the respective total periods established in section ten of this Act.

The compensation of a demented person shall be paid to the guardian of such person.

SEC. 13. *Medical attendance.*—Immediately after an employee has suffered an injury and during the subsequent period of disability, the employer shall provide the employee with such medical, surgical, and hospital services and supplies as the nature of the injury may require.

The pecuniary liability of the employer for the necessary medical, surgical, and hospital services and supplies shall be limited to the amount ordinarily paid in the community for such treatment of an injured person of the same standard of living if the treatment had to be paid for by the injured person himself.

In case the employer cannot furnish medical, surgical, and hospital services and supplies promptly, the injured employee may acquire the same at the expense of the employer.

If, in case of litigation, it is shown before a competent court that the injured employee voluntarily refused to accept the services of a competent physician or surgeon or voluntarily rejected the medical, surgical, and hospital services and supplies provided by the employer, or voluntarily obstructed the physician or surgeon or the medical, surgical or hospital services, such refusal on the part of the employee shall be construed as a waiver of all or part of his rights to the medical, surgical, and hospital services paid for by the employer, and in this case the employer shall be liable only for the injury or for the disability of any nature that would have ensued if the injured man had accepted the medical, surgical, and hospital services and supplies tendered by the employer: *Provided, however,* That the refusal as well as the kind of disability that would have been the result of the injury if the injured person had accepted such services, shall be set forth in an affidavit made within twenty-four hours after the accident by the physician called to attend to the injured person.

SEC. 14. *Total disability.*—In case the injury causes total disability for labor, the employer, during such disability, but exclusive of the first seven days, shall pay to the injured employee a weekly compensation equivalent to sixty per centum of his average weekly wages; but not more than eighteen pesos nor less than four pesos per week, except in the case provided for in the next following paragraph. Such weekly payments shall in no case continue after the disability has ceased, nor shall they extend over more than two hundred and eight weeks, nor shall the aggregate sum paid as compensation exceed in any case three thousand pesos. But no award of permanent disability shall take effect until after two weeks have elapsed from the date of the injury.

In the case of an employee whose average weekly wages are less than four pesos per week, the weekly compensation shall be the entire amount of such average weekly wages; but if the disability is permanent, the compensation shall be four pesos in such cases. In the event that the total disability begins after a period of

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partial disability, the latter shall be deducted from said total period of two hundred and eight weeks.

SEC. 15. Total and permanent disability.—The disability shall be considered total and permanent if it is the result of the following injuries:

(a) The total and permanent loss of the sight of both eyes;

(b) The loss of both feet at or above the ankle;

(c) The loss of both hands at or above the wrist;

(d) The loss of one hand and one foot;

(e) An injury to the spine resulting in complete and permanent paralysis of both legs or both arms or one leg and one arm;

(f) An injury to the brain resulting in incurable imbecility or insanity.

compensation shall be one-half of the compensation above specified for the loss of the thumb or finger.

The loss of more than one joint of the thumb or of a finger shall be considered as loss of the entire thumb or finger: *Provided, however,* That the sum paid for the loss of more than one finger shall in no case exceed the sum provided for in this list for the loss of a hand.

For the loss of a big toe, twenty-five weeks;

For the loss of a toe other than the big toe, ten weeks;

The loss of the first joint of any toe shall be considered as equal to the loss of half the toe and the compensation shall be one-half of the sum specified for the loss of the toe. The loss

The permanent loss of the use of a hand, an arm, a foot, a leg, an eye, a thumb, a finger, a toe or a joint shall be considered as equivalent to and be compensated at the same rate as the loss of a hand, arm, foot, leg, eye, thumb, finger, toe or joint.

In cases of permanent partial disability due to the injury of any of the members specified in this schedule, less than the total loss of the member or less than the total loss of its use, and in cases of disability not otherwise compensated in this schedule, the compensation shall be paid in the proportion prescribed in this schedule for the total loss of the member or the total loss of the use thereof, and for the period of time hereinafter specified. The proportion which the permanent partial disability bears to the total disability of the same member, as specified in the schedule, shall be determined, and the compensation above prescribed shall be paid for a portion of the period above established for the total loss of the member or for the total loss of the use thereof, in accordance with the proportion which the disability bears to the total disability of the member.

SEC. 18. Amputation.—Amputation between elbow and wrist shall be considered as equivalent to the loss of a hand. Amputation between knee and ankle shall be considered as loss of a foot. Amputation at or above the elbow shall be considered as equivalent to the loss of an arm. Amputation at or above the knee shall be considered as equivalent to the loss of a leg.

Compensation for the injuries above specified shall exclude all other compensation except the benefits provided for in sections thirteen, fourteen, and fifteen.

In case of an injury producing a serious disfigurement of the face or head, the proper court may, at the request of an interested party, determine and award such compensation as may seem fair and proper in view of the nature of the disfigurement, but which shall not exceed three thousand pesos.

In all other cases of this kind of disability, the compensation shall be fifty per centum of the difference between the average weekly wages of the injured person and his subsequent earning capacity in the same or some other employment, payable while the partial disability lasts; but subject to reconsideration of the degree or impairment by a competent court, at the request of an interested party: *Provided, however,* That the weekly payments shall in no case be continued for a period longer than two hundred and eight weeks.

The total compensation prescribed in this and the next preceding section and the total compensation prescribed in sections fourteen and fifteen of this Act shall, together, not exceed the sum of three thousand pesos.

SEC. 19. Computation of wages.—The average weekly wages shall be computed in such manner that it shall be the best computation that can be made of the weekly earnings of the laborer during the twelve weeks next preceding his injury: *Provided,* That if, on account of the shortness of the time during which the laborer was so employed or of the cessation of the employment, it is impracticable to compute the remuneration, consideration may be had of the average weekly wages earned during the

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The enumeration above made shall not be considered as exclusive.

SEC. 16. Partial disability.—In case the injury causes partial disability for labor, the employer, during such disability and except as hereinafter provided, shall pay to the injured employee for a period of two hundred and eight weeks, beginning with the first day of disability, a weekly compensation equal to fifty per centum of the difference between his average weekly wages before the accident and the weekly wages which he could probably earn thereafter; but not more than ten pesos per week. The weekly payments shall not in any case continue after the disability has ceased, and in case partial disability sets in after a period of total disability, such period of total disability shall be deducted from the total period of two hundred and eight weeks and the amount of the compensation paid shall not in any case be in excess of the total sum of three thousand pesos. No award for disability shall be made before a lapse of two weeks counted from the date of the injury.

SEC. 17. Permanent partial disability.—In the case of disability which is partial in its nature but permanent in its duration, the compensation shall be fifty per centum of the average weekly wages and shall be paid to the employee for the periods designated in the following schedule:

For the loss of the thumb, forty weeks;

For the loss of the first finger, commonly called the index finger, thirty weeks;

For the loss of the second finger, twenty-five weeks;

For the loss of the third finger, twenty weeks;

For the loss of the fourth finger, commonly called the little finger, ten weeks;

The loss of the first joint of the thumb or any other finger shall be considered as equal to the loss of one-half of the thumb or finger and the

of more than one joint of any toe shall be considered as equal to the loss of the entire toe.

For the loss of a hand, one hundred and sixty weeks;

For the loss of an arm, two hundred and eight weeks;

For the loss of a foot, one hundred and thirty weeks;

For the loss of a leg, one hundred and ninety weeks;

For the loss of an eye, eighty-four weeks;

For the complete and permanent loss of the sense of hearing on both ears, two hundred and eight weeks;

For the complete and permanent loss of the sense of hearing on one ear, forty weeks.

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For the loss of one ear, forty weeks.

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last twelve months preceding the injury by a person employed in the same trade and same work by the employer of the injured laborer, or if there is no person so employed, of the average weekly wages earned by a person employed in the same grade in the same kind of employment in the same district or locality.

SEC. 20. Voluntary payments.—Payments made by the employer or his insurer to the injured laborer during the period of his disability to his dependents, which under the provisions hereof were not due or payable when they were made, shall, upon being duly established, by agreement between the parties concerned, a certified copy of which shall be sent to the Bureau of Labor, or subject to the decision of the court in case of litigation, be deducted from the sum to be paid as compensation. *Provided*, that in case of disability, the deduction shall be made by reducing the period of time during which the compensation is to be paid, and not by reducing the weekly payment to be made in accordance with sections fourteen, fifteen, sixteen, and seventeen of this Act.

SEC. 21. Periodical payments.—Upon agreement by the parties concerned, or through the good offices of the Bureau of Labor, or by decision of the courts in case of litigation, the compensation may be paid monthly or semi-monthly instead of weekly, as may be most convenient to the employer and the laborer.

SEC. 22. Payments in a lump sum.—Whenever the parties consider it most advantageous and convenient, the liability of the employer as regards the compensation may be discharged totally or in part by payment in a lump sum or sums: *Provided, however*, That any agreement or contract made for this purpose between the parties shall not be valid unless it be in the form of a public document acknowledged before the justice of the peace of the locality and attested by two witnesses, one of whom shall be the municipal treasurer or the person acting in his stead if the accident occurred outside the City of Manila; and if in the City of Manila, before a duly authorized notary public, attested likewise by two witnesses, one of whom shall be the Director of the Bureau of Labor or his representative. Before the acknowledgment of the instrument, the justice of the peace or notary public, as the case may be, shall fully inform the injured laborer or dependent persons or persons executing the instrument in his stead, of all their rights and privileges under this Act, reading and translating to them into the vernacular dialect they know, in case they do not understand English or Spanish, the provisions of this Act establishing the amounts and periods of compensation and other privileges to which they are entitled by reason of the accident, and shall certify in the acknowledgment clause that all these requisites have been complied with. The expense of the acknowledgment of the contract shall be borne by employer. The justice of the peace or notary public, as the case may be, shall forward a certified copy of the contract to the Bureau of Labor in Manila, for file.

Any failure on the part of the employer to comply with his obligation to pay any of the sums due to the injured laborer or his dependents in accordance with this Act, shall entitle the beneficiary to claim the entire balance of the compensation as one sum.

SEC. 23. Medical examination.—After receiving an injury, and during the period of his disability, the laborer shall at reasonable times and places submit to examination by a duly qualified physician or surgeon designated and paid by the employer. The laborer shall be entitled to have a physician or surgeon designated and paid by him at such examination; but such right shall not be construed as denying to the physician or surgeon designated by the employer the right to visit the injured laborer at any reasonable time and under any reasonable conditions during his total disability. In case a laborer refuses to submit to, or does in any manner obstruct the examination mentioned, his right to proceed under this Act shall be suspended until such refusal or obstruction shall cease, and no compensation shall be payable for the entire time of such obstruction.

SEC. 24. Notice of the injury and claim for compensation.—No compensation provided

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ing under this Act shall prosper unless the employer has been given notice of the injury as soon as possible after the same was received, and unless a claim for compensation was made not later than two months after the date of the injury, or in case of death, not later than three months after death, regardless of whether or not compensation was claimed by the employee himself. Such notice may be given and such claim made by any person considering himself entitled to the compensation or by any other person in his behalf. In case medical, surgical, and hospital services and supplies have been furnished voluntarily by the employer, notice of the injury within the time limit above mentioned shall not be necessary, and if the employer has voluntarily made the compensation payments, the claim for compensation to be made within the time limits above established shall no longer be necessary.

SEC. 25. Form of notice and claim.—The notice and claim shall be in writing and the notice shall contain the name and address of the employee and shall establish in plain and clear language the time, place, nature, and cause of the injury and shall be signed by the employee or any other person in his behalf, or in case of his death, by a person or persons dependent upon him, or by any other person in their behalf. The notice may include the claim.

SEC. 26. Delivery of notice and claim.—The notice provided for in this Act shall be served on the employer, or in case the employer is a company, on any of the partners. If the employer is a corporation, the notice may be served on any agent of the corporation on whom it can be served or on any officer of the corporation or any agent in charge of its business at the place where the injury was received. The notice shall be served by personal delivery or by sending it by registered letter addressed to the employer at his last known residence or at his place of business. The foregoing provisions shall be applicable to the procedure in connection with the claim.

SEC. 27. Sufficient notice.—Any notice given in accordance with the provisions of section twenty-five of this Act shall not be considered as invalid or insufficient by reason of any incorrectness in the statement of time, place, nature or cause of the injury or of anything else, unless it be shown that the employer has been actually misinformed respecting the injury. Failure to or delay in giving notice shall not be a bar to the proceeding herein provided for, if it is shown that the employer, his agent or representative had knowledge of the accident or that the employer did not suffer by such delay or failure.

SEC. 28. Limitation as regards minors and insane persons.—None of the time limits pro-

vided for in this Act shall apply to a person mentally incapacitated or to a dependent minor so long as he has no guardian or next friend.

SEC. 29. Agreement on compensation.—In case the employer and the injured laborer or the dependent or dependents entitled to compensation arrive at an agreement concerning the compensation provided for by this Act, such agreement, in order to be valid, shall be in the form of a public instrument acknowledged before the justice of the peace of the locality and attested by two witnesses, one of whom shall be the municipal treasurer or the person acting in his stead if the accident occurred outside the City of Manila; and in the City of Manila before a duly authorized notary public, attested likewise by two witnesses one of whom shall be the Director of the Bureau of Labor or his representative. Before receiving the acknowledgment of the instrument, the justice of the peace or notary public, as the case may be, shall fully inform the injured laborer or dependent or dependents executing the instrument in his stead, of all their rights and privileges under this Act, reading and translating to them into the vernacular dialect they know, in case they do not understand English or Spanish, the provisions of this Act establishing the amounts and periods of compensation and other privileges to which they are entitled by reason of the accident, and shall certify in the acknowledgment clause that all these requisites have been complied with. The expense of the acknowledgment of the contract shall be borne by the employer. The justice of the peace or notary public, as the case may be, shall forward a certified copy of the contract to the Bureau of Labor in Manila, for file: *Provided, however*, That the employer shall be relieved from all liability under this Act as soon as the compensation has been paid in accordance with this section, saving the provisions of section six of this Act.

SEC. 30. Insurance of payment of compensation.—Employers may guarantee the payment of compensation under this Act to their employees and laborers by insuring the same in an insurance company. However, the premiums on the policy shall be paid in their entirety by the employer and any contract providing for deductions from the wages of the employee or laborer shall be null and void.

SEC. 31. Intervention of the Bureau of Labor.—At the request of an interested party, the Bureau of Labor shall act as referee in all claims and disagreement arising under this Act. In case its efforts in this respect fail, it shall take the necessary steps to have the claim submitted to the proper courts, and it may require the provincial fiscals to represent in such pro-

ceedings the injured laborer or employee or persons entitled to compensation in their respective provinces, except where the claim is against the government or any political subdivision of the same, in which case the court, at the request of the laborer or employee, shall designate an attorney to act as his counsel free of charge. But nothing contained in this section shall be construed to prevent the injured laborer or person or persons entitled to compensation to take the case directly into court, without previous intervention by the Bureau of Labor.

SEC. 32. Priority of action for compensation.—All actions for compensation brought in justice of the peace courts and courts of first instance under this Act shall have priority in the dockets of said courts over all other cases, except *habeas corpus* proceedings, election contests, and criminal cases in which the accused are not at liberty on bail. The defendant in court in compensation proceedings brought under the provisions of this Act shall reply to the complaint within the time established by law and the rules of the courts of justice, after being summoned.

SEC. 33. Injuries received outside the Islands.—When a laborer contracted in the Philippine Islands receives a personal injury through an accident occurring in and during his employment, he shall be entitled to compensation under the law of the Islands, though the injury was received outside the same.

When a laborer contracted outside the Philippine Islands is injured while engaged in the business of his employer and is entitled to compensation for such injury under the law of the territory or country where he was contracted, he may recover from his employer in these Islands if his rights are such that they can be reasonably determined and granted by the courts.

SEC. 34. Priority of compensation.—All rights to compensation provided for by this Act shall have the same priority over other credits against the employer that the law gives to due and unpaid wages.

SEC. 35. Assignment of rights.—No claim for compensation under this Act is transferable, and all compensations or rights to compensation shall be exempt from creditor's claims.

SEC. 36. Cooperation of fiscals.—In connection with his duties, the Director of Labor may, if necessary, require the cooperation of the provincial fiscal of any province in order to secure proper compliance with this Act or any part thereof.

SEC. 37. Notice of accidents by employers.—Each employer shall hereafter keep a record of all injuries, whether fatal or not, received by his employees in the course of their employment, when the same come to his knowledge or attention. As soon as possible after the occurrence of an injury resulting in absence from work for a day or more, the employer shall give written notice thereof to the Bureau of Labor on blank forms especially prepared by said Bureau, for which the employer shall make requisition in due time, or in cases of necessity or emergency, on any other paper, containing the information hereinafter prescribed.

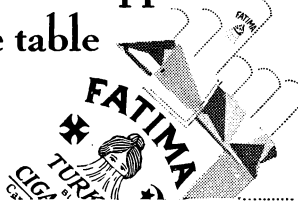
The notice shall set forth the style and nature of the business of the employer, the location of the establishment, the name, age, sex, wages, and occupation of the injured employee, the date and hour of the accident resulting in the injury, the nature and cause of the injury, and such other information as may be required by the Bureau of Labor.

Any employer refusing or neglecting to give the notice required by this section shall be punished by a fine of not more than twenty-five pesos for each offence.

Not later than sixty days after the termination of the disability of the injured employee, the employer or other person liable for the payment of the compensation provided for in this Act shall file with the Bureau of Labor a statement of the total payments made or to be made for compensation and for medical services to the injured person.

SEC. 38. Interisland trade.—This Act shall cover the liability of the employers towards employees engaged in the interisland trade, and also in the foreign trade when such is permissible

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under the laws of the United States and the Philippine Islands.

SEC. 39. Definition of various words.—In this Act, unless the context indicates otherwise, the definition of various words used therein shall be as follows:

(a) "Employer" comprises every association of persons, incorporated or not, public or private, and the legal representative of the deceased employer. It comprises the owner or lessee of a factory or establishment or any other person who is virtually the owner or manager of the business carried on in the establishment but who, for the reason that there is an independent contractor in the same, or for any other reason, is not the direct employer of the laborers employed there.

(b) "Laborer" is used as a synonym of "employee" and means every person who has entered the employment of, or works under a service or apprenticeship contract for an employer. It does not include a person whose employment is purely casual or is not for the purposes of the occupation or business of the employer, or whose remuneration paid by any employer, exclusive of overtime pay, is in excess of forty-two pesos a week. Any reference to a laborer injured shall, in case he dies, include a reference to the persons dependent on him, as defined in this Act, if the context so requires, or, if the employee is a minor or incapacitated, to his guardian or nearest of kin.

(c) "Injury" or "personal injuries" includes death produced by the injury within six months.

(d) "Industrial employment" in case of private employers includes all employment or work at a trade, occupation or profession exercised by an employer for the purpose of gain, the gross income of which in the year immediately preceding the one during which the accident occurred was not less than forty thousand pesos, except agriculture, charitable institutions, and domestic service.

(e) "Public employment" signifies employment in the service of the Insular Government or the government of any province, municipality

or other political subdivision of the Islands. It does not include employment as public officer elected by the popular vote nor persons paid more than eight hundred pesos per annum.

(f) "Partial disability" diminished capacity for securing employment due to disfigurement produced by an injury can be considered as partial disability.

(g) "Wages" includes the commercial value of the board and lodging, subsistence, fuel and other things that can be reckoned in money which the employee receives from the employer as part of his compensation.

"Wages" does not include sums paid by the employer to the employee to cover special expenses due him on account of the nature of his employment.

(h) A word in the singular shall also apply to the plural, and vice versa, and one in the masculine gender shall also apply to the feminine.

SEC. 40. Penalty for misrepresentation.—Any person who, with the intent of obtaining any benefit or payment under the provisions of this Act, voluntarily makes for himself or for the benefit of another any false statement or representation, shall be guilty of a misdemeanor and shall be punished by a fine of not more than two hundred pesos and by imprisonment in case of insolvency.

SEC. 41. Title of this Act.—This Act shall be known as "Workmen's Compensation Act."

SEC. 42. Law applicable to small industries.—All claims for accidents occurring in a trade, occupation, or profession exercised by an employer for the purpose of gain, the gross income of which during the year next preceding the one in which the accident occurred was less than forty thousand pesos, shall be governed by the provisions of Act Numbered Eighteen hundred and seventy-four and its amendments.

SEC. 43. Repealing clause.—All acts or parts of acts inconsistent with the provisions of this Act are hereby repealed.

SEC. 44. This Act shall take effect six months after its approval.

Effective, December 10, 1927.

Dollar's Facts and Figures on Merchant Marine

His Trinity College Address: In the Atlantic Monthly

I

This article is written on the American merchant marine, but that subject is so closely related to foreign trade that the two cannot be separated. Therefore it can be considered as relating to both subjects.

From the early years of our history until about 1860, American ships carried practically the entire American trade. This was helped by a preferential tariff. But immediately after the Civil War there was a terrible slump, and by 1890 only 12.9 per cent of our trade was carried in American ships. In 1900 the proportion was 9.3 per cent, and in 1914 it was down to .97 per cent—practically extinct.

The Seamen's Act was the principal factor in producing this last result. As a result of its requirements, when we compared three ships of the same size but of different nationalities, we got the following figures:—

The American ship had to carry 47 men, and her wages were \$3,270; the British steamer, of practically the same size, had a crew of 40 men and her wages were \$1,308; the Japanese steamer carried 36 men and her expenses were \$777.

In analyzing those figures it would be quite pertinent to ask why, if American shipowners were able to operate British and Japanese ships under the laws of these countries at a profit, they could not operate American ships at a profit. The answer to this question has never been intelligently given, because our laws have made such operation impossible. The reasons for this are so numerous that space would not permit them to be set forth here. But they will be seen in part in the figures which I will give.

For instance, the measurement of American ships is very much larger than the assumption of ships of other nations. The uninitiated might say, What difference does that make? It makes this difference: whenever the American ship goes into a foreign port she has to pay the various expenses that are assessed on her tonnage, such as harbor dues, pilotage, and so forth, and since those charges are assessed on the tonnage of the ship the American ship has to pay from 20 to 30 per cent more than her foreign competitors. This is of absolutely no benefit, but a direct loss, to the American nation. Foreign ships, on entering American ports, are measured on the American measurement and they have to pay the same tolls as American ships in American ports, which is quite right and just.

The United States Government, during the war, built about one hundred ships called the Robert Dollar type. They were modeled after an 8,800-ton ship built to our specifications. Her British net measurement was 3,420; her American net measurement was 4,283—a difference of 863 tons, or approximately 25 per cent. To get a correct average I took the tonnage of three British, three Norwegian, two Danish, and two German ships. Their combined total net tonnage under the measurements of the various countries was 30,555. All those ships were measured under the American rule and the tonnage was 41,142, a difference of 34 per cent.

General Goethals, in a public address, stated that the ordinary American cargo ship passing through the Canal had to pay \$500 more than the ships of other nations. Just take one item. Our round-the-world ships entering the port of Shanghai have to pay \$1,932 for the tonnage dues. A foreign ship of the same actual size would pay between 25 and 30 per cent less, or approximately \$500 less.

Probably this is brought about to some extent by our not having one shipowner in Congress to see that our laws are just and fair, whereas in Great Britain there are about seventy shipowners who are members of Parliament. There-

fore there is a very decided indifference in the American lawmaking bodies about changing our shipping laws and regulations. Fortunately, for some time past a number of Senators and Congressmen have been posting themselves on the requirements necessary to put the American shipowner on an equal basis with his competitors, and we hope the time is not far distant when we shall be able to operate our ships on the same terms and conditions as our foreign competitors.

II

Our merchant marine is absolutely necessary for national defense. This was clearly in evidence when we entered the late World War and had to expend three billions of dollars to build ships. If our laws and regulations had been fair and reasonable our American shipowners would have had all the ships the Government required and not a dollar of that three billion dollars would have been expended. When the war broke out Great Britain did not have to build a merchant ship. Congress had a splendid illustration of the necessity of ships, had it only taken notice of it, when President Roosevelt ordered our battle fleet to go around the world and it was an absolute impossibility to furnish it with coal without employing foreign ships, which was done. Secretary Metcalf at that time was severely criticized, by people who did not know the facts, because he was employing foreign ships to convoy the American fleet, and he, much against his will, had to admit that the American merchant ships did not exist in sufficient numbers.

As a concrete illustration of what can be done by privately owned ships, the S. S. President Grant was ordered by the Government to fit out to carry 1600 troops from San Diego to Olongapo, Philippine Islands. She had just arrived in San Francisco from the Orient and had half a cargo to discharge. Fumigation took twelve hours. Then bunks and culinary and sanitary facilities had to be provided. The notice was served on us Saturday at 5 P.M. The

ship sailed from San Diego the following Saturday, having loaded a full cargo and deck load. The soldiers and cargo were all landed in the Philippines in twenty-six days from the time we got the notice. Could a government-operated ship beat that?

Now the difference between the domestic trade and foreign trade is this: the foreign trade brings gold into the country. When we sell goods abroad these goods have to be paid for in gold, or, far better, they may be paid for in raw materials which we bring in to keep our factories going and give employment to thousands of men. Our domestic trade is a swapping of commodities. A certain commodity is produced and sold in one part of the country and another part of the country buys it, so that the commodity is just transferred and the money shipped back, and the nation at large is not bettered.

I will just mention one of the benefits that our country derived from having a merchant marine. Our ships had difficulty in getting cargoes out of the Philippine Islands. The Southern islands had not been developed to produce anything for export. I found that copra could be got in large quantities, and developed the trade by shipping a cargo to the west coast of America. This was the first copra that ever had been sent to that part of the United States. Fifteen years after, the export of copra per annum from the Philippine Islands to the Pacific Coast amounted to twenty-two millions of dollars. The Philippine Islands had the tremendous benefit from this trade and the west coast of the United States had the benefit of the copra in furnishing employment and in producing oil in large quantities from the copra.

Foreign trade is a necessity because our factories would be idle considerably more than one third of the time each year if no foreign trade existed. Our farmers and fruit growers produce much more than can be consumed; therefore the surplus must be exported or rot on the ground. So foreign trade is an absolute necessity for a great part of our manufacturers and for the selling of the products of our soil.

A bill was in Congress a year ago to give a subsidy to American ships. It was defeated, but the same Congress passed a 50 per cent duty on all repairs done on American ships in foreign countries. It is impracticable to operate ships that are on long voyages without doing a certain

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amount of work in foreign countries, and this 50 per cent duty is a very heavy tax that no other nation in the world has to pay. Any other nationality can repair ships in foreign countries without paying a cent of duty.

Then our inspection service demands that a hydrostatic pressure shall be put on all our boilers once a year. This causes delay to the ship and also a big expense, as it causes repairs to be made that would not be necessary except for the test. No other nation exacts a hydrostatic pressure test once a year on its ships. All repairs and work ordered by the inspectors must be done before the ship is permitted to sail. Foreign ships get a certificate reading that the inspection has gone through, but that certain repairs have to be made at the first opportunity, thereby not delaying the ship.

Another serious matter for all American ships is that our Seamen's Act compels us to pay the crew one half their wages at every port, if the ports are one week apart. The result of this is that almost every sailor and fireman goes uptown as soon as he gets the money, and most of them return drunk to the ship. This has caused us a big loss of time and a great deal of expense, often delaying the sailing of the ship.

I could give you scores of incidents of this kind. It used to be that the captain used his own discretion as to whether he would pay the men part of their wages or not. Any sober man could get all the money he wanted. The drunkard could not get a cent, and this kept him sober until he came home. The Seamen's Act has done the sailors a great harm and has been a terrible injustice to the shipowner. No benefit to anyone, but a detriment to everyone. And Congress refused to change it because the labor unions want it to harass and cause expense to the shipowner.

The last Congress passed no bill to help, but attempted to pass many to hurt shipping and foreign-trade industries. These harmful bills had to be fought.

III

Shipowners are striving very hard to regain a small part of our carrying trade that foreign nations have been receiving. The Shipping Board, under the leadership of Chairman T. V. O'Rourke, appreciating the great difficulty privately owned American ships were experiencing in competing with foreign-owned tonnage, adopted the policy of disposing of American government-owned tonnage to private corporations on sufficiently liberal terms to warrant their competing with foreign ships. This policy has proven most beneficial to American shipping, and through the assistance of the Board we were able to purchase a few American combination freight and passenger vessels which were placed in the round-the-world service some four years ago.

The United States was the first nation to do this and is the only one now maintaining a regular round-the-world passenger service. Up to the present time over ninety ships have completed the round trip, calling at twenty-two ports of eleven nations, and sailing on time from every port. It was reported by all shipowners, before this service was started, that it could not be done. The distance around is 25,600 miles, so the total distance traveled up to the present time has been 2,304,000 miles.

In establishing this service and getting our offices started at all the different ports at which our ships call, I have had occasion to make four trips around. And on these four trips I have made something over 1700 calls on merchants and shipowners in an endeavor to develop this business. We are running in direct competition with the British, French, and Japanese mail subsidized steamers. In fact, we are in direct competition with every nation having ships on the ocean.

While in Manila I said to the Postmaster, "You are sending a lot of mail on our steamers to Singapore. Part of it is transferred from our ships to British ships and distributed by them at the ports at which we call." He said, "I could not have you carry it, as the British ships are subsidized and we do not have to pay them, since they get the mail from the British post office." I offered to carry the mail for nothing from Singapore on, and this has been done.

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We have managed to make an arrangement with the Egyptian Government to carry its mail, and also with the Italian Government. These payments help us a great deal.

As to what the benefit of shipowning is to the country: Last year we spent in wages and supplies alone \$15,000,000. We provided a sailing every Saturday to the Far East from the Pacific coast, and on account of this service merchants have developed new business amounting to hundreds of thousands of dollars. Now they are selling large quantities of commodities as far as Ceylon by this service. This is a direct benefit to the United States. And from the Orient to the west coast of America we also have a sailing carrying the mail once a week. This is a better service than ever has been rendered before, and has helped trade and commerce considerably.

There is another great benefit to the country that should not be overlooked. We own seventeen large American passenger steamers. It is generally conceded that this class of ship should be scrapped and replaced in twenty years. Therefore we should build one new ship every year, commencing at once. The price

asked by American shipbuilders at the present time is about six million dollars. Think of the benefit of this to our country, since practically every cent of this amount goes to labor, from the time the iron ore is taken from the ground until it has been built into the finished ship. Then the development of foreign trade is so important and so great that it is impossible to think out what it will be many years hence. Those who are not in favor of a privately owned merchant marine should think this over.

Congress should treat shipowners exactly the same as the governments of the various nations treat their shipowners—namely, pay the same compensation for carrying the mail and make our laws and regulations exactly the same as those of our competitors. And when this is done I can assure our country that American shipowners can and will operate a merchant marine for all our requirements, in peace or war, and in competition with the whole world. Give us no advantage whatever, but just put us on an exact equality, and we will make a success of it as well as they. And, outside of payment for carrying the mail, it will not cost our country a cent.

Epifanio de los Santos, director of the Philippine Library and Museum, sixth in descent from the founder, Dr. James A. Robertson, died April 18 from cerebral hemorrhage. He was born in Malabon, 1871, educated in the Ateneo and Santo Tomas, and was devoted to scholarship all his life. As librarian his first attention was given to the Filipiniana division. "It is the desire of the staff of the library," wrote Dr. Robertson in 1914, "to raise the Filipiniana division until it contains the finest Orientalia in the Orient and to attract the best mentality of the Orient to learn of the past. It is a large ideal, but who can doubt that it may be realized?" Dr. Epifanio de los Santos y Cristobal helped toward that end. No more important task exists than the selection of a worthy successor. He left a large family and friends without number, whom the *Journal* joins in their bereavement.

On April 16, E. Valmas passed from the stage, dying in his office chair in his sail loft on calle Pinpin. He was born in Athens, Greece, May 27, 1870, and was a naturalized and very patriotic American. A sister and other relatives are left in Cavite, where he lived from the time he came out on one of the monitor vessels to strengthen Dewey's fleet until 1914, when he went into business for himself. He was a member of Cavite Lodge No. 2, F. & A. M., and other Masonic bodies, also a member of the chamber of commerce.

RAIL COMMODITY MOVEMENTS
By M. D. ROYER
Traffic Manager, Manila Railroad Company



The following commodities were received in Manila March 26, 1928, to April 25, 1928, both inclusive, via Manila Railroad:

	1928	April	March
Rice, cavans	252,875	252,500	
Sugar, piculs	262,416	382,590	
Tobacco, bales	2,040	3,480	
Copra, piculs	64,700	60,100	
Cocoanuts	2,556,400	2,240,900	
Lumber, B.F.	307,800	297,000	
Desiccated coconuts, cates	15,006	12,382	

THE RICE INDUSTRY

By PERCY A. HILL

of Manila, Nueva Ecija,
Director, Rice Producers' Association.



Prices for both paddy and rice have taken a slight rise but are far from what they should be, taking supply into consideration. Paddy at terminals ranges from P3.00 to P3.10 per cavan of 44 kilos with rice from P6.70 to P8 according to grade. Price enhancement will be small except perhaps at the end of season, which is too late for producers

to hold deposits.

There is one phase of the industry that is to be noted in reference to price, and which appears to be of a more or less permanent character, and this is the speeding up of placing the crop on the market. It is of the nature of progress in the industry, but causes loss in a way, which has its counterpart in many of the cereal producing countries. During the last decade the bulk of the rice crop was placed upon the market in approximately ninety days. This has now shrunk to about forty days and has been brought about by the mechanical agencies that have fitted themselves to the peculiar needs of the industry. The use of the motorized separator has speeded up the threshing of the commercial crop instead of waiting for a convenient moon as formerly. The crop is transported to local markets by the truck instead of the carabao cart, which held its place in the scheme of things economic until prices of motor transport were reduced to meet its competition.

The consequent change in method during the last two years especially has resulted in throwing the crop upon the market in a shorter period, the

glut causing a lowered price to the producer. The railroads were taxed to capacity and that part stored in the Manila warehouses, congested to capacity, caused a veritable buyers' market which had its effect on the prosperity of the industry. This phase would seem to be permanent, all want their crop disposed of as speedily as possible, or at least on storage deposits.

The only remedy lies in supplying storage facilities and the consequent credits to carry the bulk of the industry for at least fifty days more than has been the custom in the last decade.

Some sort of understanding with shippers to prevent the congestion of the main markets as well as some sort of understanding with the common carriers which will allow firms supplying the interisland trade a fuller quota of cars to ship their product instead of allowing it to pile up in Manila and benefit the buyers on the rice exchange. In spite of the allocation of railroad cars to those mills which make through shipments, the arrangement only lasted one week, and again fell into the hands of firms who persisted in keeping the Manila market flooded—a at a profit to themselves.

This is a question that should be handled with intelligence. For, if not, the producer's gains are shifted to the middleman every time. The problem remains of checking this tendency to glut the market by sudden flooding, and thus making it a buyers' market, instead of a sellers' market or the happy medium between the two that spells equilibrium in the industry.

ALLEN SENDS SOME DOPE

The *Journal* will surely not be accused of taking sides in politics if it publishes an extract from a letter from ex-Governor Henry J. Allen of Kansas, the famous editor-owner of the *Wichita Daily Beacon*, who was in the islands something more than a year ago and takes an abiding interest in their progress. Presidential dope is the order of the day, so here is Governor Allen's as of March 26:

"The presidential fight at this moment is between Secretary Hoover and former governor Lowden with Hoover very much in the lead. In the offing as favorite sons are Curtis of Kansas, Willis of Ohio, and Watson of Indiana. A great deal of doubt is felt as to whether Lowden will carry Illinois. The most potential figure in the Lowden background is the vice president, General Dawes. If Lowden should fail in Illinois, it is thought that an effort will be made to switch Lowden's support to Dawes. If Lowden carries Illinois but cannot make the nomination, and an opportunity should arise to stampee the convention to Dawes, with Lowden leading the way, then this will probably be the program. At present, the favorite sons have formed a cabal against Hoover and this political hippodrome is being driven by General Dawes. The President is remaining silent, but it is thought that most of the members of his administration are for Hoover.

"Hoover is likewise the popular choice in my judgment. The sad effects of the Harding administration are also helping Hoover. The people do not want another nomination made at two o'clock in the morning by a senatorial cabal in favor of a favorite son.

"I have been spending considerable time in the situation. While I offer no objection to Kansas going for Senator Curtis, I have frankly stated that my personal preference for the presidency is Mr. Hoover, and I am doing what I can in his behalf. I think that the formidable figure in the background is General Dawes. . . . There will be an effort at some time in the convention. I think to center all the anti-Hoover strength upon Dawes."

Along with Governor Allen's opinion, that of Arthur Sapp, president of Rotary International, was stated March 23 to the *Chicago Daily News*, through their correspondent in the Canal Zone:

"When I was in Washington three weeks ago, there was considerable talk of eliminating Hoover first, then Lowden, then Dawes, and finally swinging to Nicholas Logsworth. This probably will happen."



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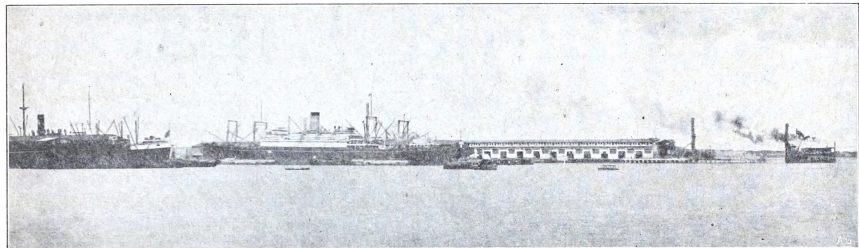
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SHIPPING NOTES



SHIPPING REVIEW

By H. M. CAVENDER

General Agent

THE ROBERT DOLLAR COMPANY

During the month of April a total of 2,969 passengers, all classes, are reported to have departed from the Philippines. (First figure represents cabin passengers; second figure steerage): To China and Japan, 307-681; to the Pacific coast, 187-816; to Honolulu 4-692; to Straits Settlements 33-11; to Mediterranean ports 34-4.

From statistics compiled by the Associated Steamship Lines, there were exported from the Philippines during the month of March, 1928: To China and Japan ports 18,783 tons with a total of 49 sailings, of which 12,531 tons were carried in American bottoms with 16 sailings; to the Pacific coast for local delivery 22,812 tons with 14 sailings, of which American bottoms carried 19,299 tons with 12 sailings; to the Pacific coast for transshipment 3455 tons with 14 sailings, of which American bottoms carried 3311 tons with 11 sailings; to Atlantic ports direct 59,222 tons with 17 sailings, of which American bottoms carried 21,180 tons with 5 sailings; to European ports 21,826 tons with 21 sailings, of which American bottoms carried 389 tons with 2 sailings; to Australian ports 831 tons with 4 sailings, of which American bottoms carried none; or a grand total of 126,929 tons with 76 sailings, of which American bottoms carried 56,711 tons with 21 sailings.

The Dollar Steamship Line and American

Mail Line recently announced minor changes in their joint schedule. During the past year Trans-Pacific *President* liners in these services have sailed from Seattle on Mondays. Commencing with the s. s. *President Grant* voyage 12, sailed from Seattle Apr. 21, these liners depart on Saturday, making Yokohama, Kobe, Shanghai, Hongkong and Manila two days earlier in the week. In other words, they will arrive in Manila on Mondays commencing with the s. s. *President Grant* May 14 instead of on Wednesdays. There is no change in the Manila sailing dates, which remain on Saturdays for both San Francisco and Seattle bound departures. The sailing hour from Manila, however, has been advanced from 5:00 to 4:00 p. m. This new schedule will give the inbound-Seattle, outbound-San Francisco liners 6 days and 5 nights lay-over at Manila instead of 4 days and 3 nights under the old schedule. The only change in the inbound-San Francisco, outbound-Seattle sailings is the advance from 5:00 to 4:00 p. m. for departures.

Recently the Nippon Yusen Kaisha announced that the first of their three Trans-Pacific liners now under construction will be launched late next year from the Mitsubishi dockyard at Nagasaki. This yard is constructing two of the vessels while the third is being built by the Yokohama Dock Company of Yokohama. The Nagasaki ships will be named for Japanese shrines, the *Asama Maru* and *Tsutsuru Maru*; the third will be named in honor of the Crown Prince of Japan, *Chichibu Maru*. These liners, with cruiser-like profiles, 20,000 horsepower capable of maintaining a sea speed of 19 knots, 16,000 gross tons, 584 feet in length and a beam of 72 feet on the ships building at Nagasaki and 74 feet on the Yokohama ship, will each accommodate 200 first cabin, 100 second and 500 steerage passengers.

The American Mail Line recently announced the inauguration of a monthly freight service between Puget Sound and Philippine ports. The first liner in this service will be the *Sruart Dollar*, in the Philippines late May/early June. The other liners in this service are the *Melville Dollar*, *Margaret Dollar*, *Diana Dollar*, *Stanley Dollar*, *Montauk* and *Montana*.

The Columbia Pacific Shipping Company announce they have been appointed general Far Eastern agents for the Oceanic and Oriental Navigation Co., purchasers of the American-Australian-Orient Line from the United States Shipping Board; the Tacoma Oriental Steamship Co., purchasers of the American Oriental Mail Line, and the States Steamship Co., purchasers of the Oregon Oriental Line. The three new lines will jointly maintain monthly sailings to the Philippines from Los Angeles, San Francisco and the Puget Sound, and twice monthly from Portland, And, homeward from the Philippines, weekly to San Francisco, twice monthly to Portland and monthly to Los Angeles and Puget Sound.

Although there have been 12 more sailings from the Philippines during March than in February, tonnage carried fell off approximately 4,000 tons, indicating that space is becoming plentiful on all routes.

Freight rates continue firm and there are no prospects of any immediate changes.

The copra situation shows signs of improvement, but it will be a month or so before the supplies of this commodity are normal.

Desiccated coconut is moving freely.

Passenger traffic as a whole has shown a material increase over last month, especially to the Pacific coast.



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The vessels will call at Philippine outports but will all finally proceed from Manila to Hongkong, thence direct to San Francisco, thereby making the passage in express time.

The Oceanic and Oriental Navigation Company is owned jointly by the Matson Navigation and the American Hawaiian Steamship companies and has acquired the 22 shipping board vessels formerly operated by Swayne & Hoyt. The Tacoma Oriental Steamship Company was recently organized by Tacoma and Seattle business men to handle the seven vessels formerly operated by the Admiral Oriental Line for the shipping board. The States Steamship Company is a Portland organization which will handle the 11 vessels formerly operated for the shipping board by the Columbia Pacific Shipping Company.

These companies will jointly operate 40 steamers in services to North China and Japan, Australia and New Zealand as well as South China and the Philippines.

It is also announced that the names of the vessels will be changed in the course of the next few months, those of the O. & O. Line will take the prefix *Golden*, such as *Golden Bear*, *Golden Eagle*, etc.; the Tacoma Oriental will follow the names of cities, like *City of Tacoma*, etc.; and the States Steamship Company's ships will be called after the states of the Union, such as *Oregon*, *Washington*, *California*, *Illinois*, etc.

The Columbia Pacific Shipping Company have maintained offices at Yokohama, Kobe, Hongkong and Manila for the last five years and recently opened a branch in Cebu. They expect also to establish branch offices at Shanghai and Tientsin in the near future. The fast and frequent freight service offered by the three lines under the Columbia Pacific Shipping Company's agency will be of great benefit to the trade of the Philippines with the Pacific coast.

SHIPPING PERSONALS

All Manila is looking forward to the arrival of the s. s. *President Grant* on May 14 which is bringing Captain and Mrs. Robert Dollar,

accompanied by the Misses Helen Rennie, Jane Dickson and Grace Dickson, R. Clark Sarson and Mr. and Mrs. T. J. Cokely. Mr. Cokely is general manager of The Robert Dollar Company in the Orient, with headquarters at Shanghai. Extensive plans have been made for the party's entertainment while in Manila. Captain Dollar has been extended invitations to be guest of honor and speaker at the American Chamber of Commerce May 16 and the Manila Rotary Club May 17. Dollar officials will gather in Manila from all over the islands for a conference with Mr. Dollar and Mr. Cokely. The party expects to depart from Manila aboard the s. s. *President Wilson* sailing for Singapore May 23.

E. R. Bush, formerly assistant general agent, L. Everett, Inc., Manila, recently left his former employer to assume duties as agent in Cebu for the Columbia Pacific. Mr. Bush, accompanied by family, left Manila for Cebu April 25

A. H. Terry, who occupied the position of freight agent, The Robert Dollar Co., Manila Office, was recently appointed agent for the same company in Cebu. Mr. Terry took over the duties of his new post on April 24.

N. V. Carlson, until recently accountant, The Robert Dollar Co., Kobe, arrived in Manila aboard the s. s. *President Jackson* April 19 to take over the duties of accountant for the same company, Manila office.

H. M. Cavender, general agent, The Robert Dollar Co., Manila, during the month motored to Baguio for a conference with Governor-General Stimson. On April 18 Mr. Cavender also left Manila, proceeding to Cebu to close out the business and personal affairs of the late Mr. C. Lacy Goodrich, as well as install Mr. A. H. Terry in his new position as Cebu agent for the company. Mr. Cavender returned to Manila April 26.

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IN MEMORIAM

M. H. Hunt, Pacific coast manager of the United States Lines, died in San Francisco late in March. He is mourned by a host of friends in the Orient. Mr. Hunt, who was 44 years old, passed away following operations for a stomach ailment. He was a product of the old Pacific Mail and graduated through the purser's department on shipboard to several important positions in the Orient. He was particularly well known to many residents of Manila and the Philippines.

C. Lacy Goodrich, often referred to as one of the grand old men of the Pacific, passed away at Cebu, April 11, from bronchial pneumonia, after having been afflicted with the disease only a very few days. Mr. Goodrich, at the time of his death, occupied the position of Cebu agent for The Robert Dollar Company. He is survived by two sons in the United States.

COPRA AND ITS PRODUCTS

By E. A. SEIDENSPINNER
Vice-President and Manager, Copra Milling Corporation



The local market for copra has been exceedingly firm during the month of April due, in the main, to the continued short supply from plantations. The total arrivals at Manila for the month were 173,789 sacks which were about 35,000 more than the arrivals for April, 1927. However, the total Manila receipts for the first four months of

1928 have been approximately 400,000 sacks less than the same period 1927. May receipts should show considerable improvement, and with this increase, it is probable that Manila prices, for sometime over world market parities, will decline.

The U. S. market for copra during April has been quiet, buyers' ideas of 5-1/8 to 5-1/4 cents have not been well received in this market, although it is reported that a fair volume of Straits copra has changed hands at these figures. The London market has been quiet to steady during the entire month with comparatively small fluctuations. Latest cable advices follow: Manila, P13.25 to P13.50 godown stocks; London-Cebu and F. M. M., £27/2/6; San Francisco-Cebu, 5-1/4 cents; F. M. M., 5-1/8 to 5-3/16 cents.

Coconut oil.—Locally, coconut oil prices changed but little during the past month, asking prices being still maintained at 36-1/2 to 37 centavos per kilo. All Philippine mills continued to operate part time during the month with copra stocks at an absolute minimum. The U. S. coconut oil market remained sluggish, with only hand to mouth trading until the second half of the month, when bad weather in the cotton belt caused freer trading in all fats and oils for both nearby and future positions. Despite heavy stocks of lard, prices advanced sharply in sympathy with cottonseed oil. The exceptionally bad weather throughout the South made replanting of large cotton areas necessary. The greater bulk of business in coconut oil which was done during the last 15 days of the month averaged possibly 8-1/4 cents c.i.f. tanks west coast and 8-3/8 to 8-1/2 cents c. i. f. Atlantic ports. At this writing conditions seem to have been improved in the cotton districts and the market for all fats is reported weaker. Latest cable advices follow: San Francisco—8-1/4 cents f.o.b. tank cars. New York—8-3/8 to 8-1/2 cents c.i.f. Liverpool—Business done in £39/0/0.

Copra cake.—Local stocks of copra cake continued low during April with premiums asked for all nearby deliveries. Bids for May shipment have been increased to £9/18/6 c.i.f. Lon-

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don. The London shortage results principally from the failure of a large German palm oil mill to deliver against contracts. In addition, unfavorable weather, both in America and Europe, has maintained grain prices so that with present short supplies the copra cake market should remain firm for some months to come. Latest advices follow: London—May shipment, £9/18/6; Hamburg—June forward shipment, £9/14/0; Manila—Buyers May-June P70.00 to P71.00, Sellers P70.00-P72.00 May through August. Manila, P. I., May 3, 1928.

LUMBER: FIRST QUARTER 1928

By ARTHUR F. FISCHER
Director of Forestry



As has been predicted, the lumber industry during the first three months of this year has kept its onward progress. Reports received from various mills indicate increased activities in all lines of operations. The local lumber markets have been very active during the period due principally to the building activities throughout the Philippines. Prices in Manila and important lumber markets have been kept on a fairly high level.

Information received from abroad indicates, however, that in the United States a gradual decrease in prices has been noted. The declining prices of lumber in the States may affect the local industry. Information received from the field indicates that the lumber shipment and mill production have slightly increased over the lumber shipment and mill production for the same period last year. There is, however, a very noticeable increase in the amount of lumber in the mill awaiting shipment. This may be

attributed greatly to the inactivity of the Australian market due to the very high prohibitive duty and the accumulation of low grade stocks in several mills, and the inability to ship this to the Manila market and foreign markets, which formerly took these grades of lumber.

From reports of 34 mills, there were recorded 45,929,859 bd. ft. of lumber shipments against 43,991,868 bd. ft. for the same period last year. Mill production amounted to 53,511,950 bd. ft. against 42,901,668 bd. ft. The lumber inventory for the same period amounted to 101,374,158 bd. ft. as against 84,608,159 bd. ft. last year. This gives about 16,765,999 bd. ft. of lumber in the yard over that of the preceding year.

The comparative statement of exports of lumber for the first three months in 1927 and 1928 is given below:

Destination	1928		1927	
	Bd. Ft.	Value	Bd. Ft.	Value
United States	8,521,128	\$613,094	7,353,008	\$672,145
Japan	6,578,784	368,262	4,183,608	261,947
China	2,385,280	132	2,014,844	111,718
Australia	933,224	54,863	1,288,112	118,493
Great Britain	1,591,696	150,484	769,984	62,364
Netherlands	24,592	2,541	80,136	7,280
Hongkong	170,872	16,076	23,744	2,080
Spain	33	17,808	4,453	
Italy			4,064	394
Egypt	42,000	3,500		
Total	20,444,456	\$1,401,226	15,735,912	\$1,246,866

At time of going to press Captain Robert E. Murphy, president of the chamber of commerce, was a patient in St. Luke's, under observation for liver trouble.

Next month the *Journal* will publish a brief biographical sketch of Charles Mason Cotterman. Mr. Cotterman's son, Leo K. Cotterman, returned to Manila in April with his family from their visit to the United States, and Cotterman père and Mrs. Cotterman left Manila for a visit to the Kansas City convention and a long sojourn in the homeland.

REVIEW OF THE EXCHANGE MARKET

By **RICHARD E. SHAW**
Manager International Banking Corporation.

Editor's Note: Introducing Mr. Shaw.—Mr. Stanley Williams, formerly Philippines manager of the International Banking Corporation, left Manila on furlough, with his family, early in April, and has been succeeded by Richard Edson Shaw. The *Journal* extends to Mr. Williams and his family its best wishes for a pleasant vacation and the choicest of future stations. Mr. Williams's position in the community and financial circles here was of the highest. It is not known that he will return to Manila; after all, there are other important stations; and with gratitude to Mr. Williams for a thousand courtesies, we wish him the best. Meantime Mr. Shaw is on the job in the Philippines. Like Williams, he is from Maine; and like Williams again, Bowdoin is his college. '06. Mr. Shaw has been with the International Banking Corporation 21 years. Earlier stations have been New York, London, San Francisco, Hongkong, Peking, Yokohama, and Kobe. He was also with the bank in Manila on three former occasions, 1908-13, 1913-19, and 1925-27. The *Journal* wishes him every success here.

Telegraphic transfers on New York were quoted at 1% premium on March 31 and remained unchanged until April 1st, when all banks raised their rates to 1-1/8% premium, which was the nominal quotation for the balance of the month. During the entire month there were general buyers of U.S. T. T. at 5/8% premium ready and forward with certain banks at rare intervals quoting 3/4% premium.



The market closed with a firm tendency.

Purchases of telegraphic transfers from the insular treasurer, according to the report of the insular auditor since February 18 have been as follows:

Week ending February 25.....	\$550,000
Week ending March 3.....	200,000
Week ending March 10.....	400,000
Week ending March 17.....	nil
Week ending March 24.....	nil
Week ending March 31.....	998
Week ending April 7.....	nil
Week ending April 14.....	800,000

Sterling cable transfers were quoted at 2 0 5/16 sellers and 2/0 7/16 buyers on March 31st and with occasional fluctuations of 1/16 d. these rates held steady throughout April. Three months sight credit bills were quoted at 2 0 15/16 and 3 m's D/P bills at 2/1 on March 31, and except for a few concessions of 1/16 d. held constant at that level up to the end of the month.

The New York London cross-rate closed at 488 3/32 on March 31, touched a high of 488.33 on April 16, 17 and 18, and dropped to a low of 487 15/16 on April 30.

London bar silver closed at 26 7/16 and 26 1/4 on March 31, touched a low of 26 1/4 ready and 26 1/8 forward on April 3 and closed at a high of 26 15/16 and 26 13/16 on the last day of the month.

New York bar silver closed at 57 1/2 on March 31, touched a low of 57 on April 3, 7 and 9, rose to a high of 57 3/4 on April 25, and closed at 58 1/8 on April 30.

Telegraphic transfers on other points were quoted normally at the close as follows: Paris, 124 0; Madrid, 169, Singapore, 115 1/2; Japan, 96 1/4; Shanghai, 76 3/8; Hongkong, 102 3/8; India, 134 1/2; Java, 122 1/2.

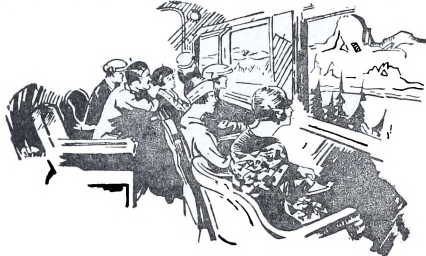
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"Another man, prominent in our business world today, started as a peddler of shoe strings,

needles, thread, buttons, and other articles of small value. By sheer industry, thrift, perseverance and honesty he succeeded in building from this humble beginning a business bearing the stamp of service and fair dealing to its customers. He does not believe in misrepresenting his goods or in charging exorbitant prices for them, so that a purchaser who enters his establishment feels, in colloquial terms, that he is getting his money's worth.

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APRIL SUGAR REVIEW By GEORGE H. FAIRCHILD



New York Market:

The steady improvement in the American sugar market which developed throughout the previous month, did not continue during the month under review. After being very firm during the first three days of April with holders looking for an advance in prices to 2-7/8 cents c. and f. (4.65 cents l. t.), owing to pressure of parcels just arrived or nearly due, the market became weak and unsteady in the latter part of the first week and prices gradually declined to 2-3/4 cents c. and f. (4.52 cents l. t.). This depression in the market continued during the second week when prices further declined to 4.40 cents l. t. for P. I. and Porto Rican sugar alofts. A slight improvement was reported in the market in the third week and holders were able to negotiate a sale of Porto Ricos on the basis of 4.46 cents l. t. which was not maintained, as prices sagged again in the last week of the month with sellers of Cubas but no buyers at 2-5/8 cents c. and f. (4.40 cents l. t.). At the close of the month small sales of Cubas of present shipment were made to operators at 2-19/32 cents c. and f. (4.37 cents l. t.).

One of the reasons for the lack of confidence on the part of buyers in the sugar market during the month under review, was the report that there would be no restriction on the 1928-1929 Cuban crop, which was explained in a statement issued by President Machado of Cuba to the effect that the 1928-1929 Cuban crop would not, in his opinion, be likely to exceed 4,000,000 tons. Despite the explanation, the uncertainty caused by this report apparently had an adverse effect upon the sugar market.

Another reason for the decline in sugar prices during April was the report that the new Java sugar crop was estimated conservatively at 2,558,000 tons, which would be 200,000 tons over that of the previous crop. From reliable sources, it was learned that Java's new crop would reach 2,700,000 tons, taking into consideration the increased area planted to P. O. J. 2878, the heaviest yielding variety ever developed in Java in recent years.

Moreover, the visible stocks statement is not encouraging. Stocks in the U. K., U. S., Cuba and European statistical countries at the end of April were 4,588,000 tons as compared with 4,379,000 tons at the same time in 1927 and 4,730,000 tons in 1926.

Philippine Sales: Sales of Philippine centrifugals in the Atlantic coast, alofts, near arrivals and for future deliveries, during the month of April, totalled 23,200 metric tons at prices ranging from 4.28 cents to 4.61 cents c. and f. landed terms. The Philippine sales up to date in the Atlantic coast amount to 323,450 tons which added to about 50,000 tons in the Pacific coast make a total of 373,450 tons.

Futures: Quotations in the New York Exchange for future deliveries fluctuated as follows:

	High	Low	Latest
May.....	2.83	2.60	2.61
July.....	2.92	2.72	2.74
September.....	3.02	2.82	2.86
December.....	3.08	2.89	2.93
January.....	2.95	2.82	2.86
March.....	2.89	2.74	2.79

Local Market: During the first week of the month under review the local market for centrifugals was fairly active and about 30,000 piculs exchanged hands on the basis of ₱11.15 to ₱11.25 per picul. During the second, third and fourth weeks there was little activity in the local market since the holders refused to sell at current quotations and but few small parcels were traded in at prices ranging between ₱10.50 and ₱11.00 per picul.

The Chinese continued to be the principal buyers for the relatively small stock of muscovado available for exports. Prices on Iloilo muscovados, basis No. 1, ranged from ₱7.00 to ₱7.35 per picul.

Philippine Crop Prospects: A majority of the Centrals have already closed operations. While the production of a number of the Centrals was not up to their estimates, others exceeded them so that the total final output of the 1927-28 crop will be close to the estimate of the Philippine Sugar Association of 570,000 metric tons as may be seen from the following table:

PHILIPPINE CENTRIFUGAL SUGAR PRODUCTION FOR 1927-28 COMPARED WITH ESTIMATE (Metric tons of 2,204 lbs.)

Centrals on Negros	Final Production	Estimate
Bacolod-Murcia Milling Co.....	35,510	34,787
Binalabagan Estate, Inc.....	31,323	30,360
Central Azucarera de Bais.....	25,500*	25,500
Central Azucarera de La Carlota.....	25,952	25,763
Central Azucarera de Danao.....	4,111*	4,111
Central Besin (Kabankalan).....	10,000	10,000
Central Palma.....	7,590*	7,590

De la Rama Central (Bago and Talibao).....	5,692*	5,692
Hawalan-Philippine Co.....	34,610	36,000
Isabela Sugar Co., Inc.....	25,779*	24,035
Lopez Central.....	3,795*	3,795
Maseo Sugar Central Co.....	35,350	31,625
North Negros Sugar Co.....	30,000*	30,000
San Carlos Milling Co.....	30,000*	30,000
San Isidro Central.....	9,108	7,906
Talisay-Silay Milling Co.....	29,174	32,890
Victorias Milling Co.....	26,900*	26,900

Total production in Negros..... 394,525 394,054

Centrals on Luzon

Bataan Sugar Company.....	965	886
Calamba Sugar Estate.....	30,038	27,800
Central Carmen.....	3,163*	3,163
Central Luzon Milling Co.....	11,014	6,325
Luzon Sugar Co.....	2,793*	2,765
Mabalactat Sugar Co.....	2,984	3,795
Nasugbu Central (Don Pedro).....	19,733	10,753
Nueva Ecija Sugar Mills, Inc.....	1,265*	1,265
Pampanga Sugar Development Co.....	38,192	40,588
Pampanga Sugar Mills.....	38,350	48,000
Pangasinan Sugar Co.....	282	379
Philippine Sugar Estates Development Co.....	4,048*	4,048
Phoenix Central.....	1,992*	1,992

Total production in Luzon..... 156,622 151,171

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One night special will leave Manila every Monday night to return from Bauang Sur and Damortis the following Wednesday.

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RATES

	1st class	3rd class
Manila Baguio, one way	₱17.10	₱ 8.55
20 days, Manila-Baguio, round trip	—	11.84
90 days, Manila-Baguio, round trip	26.00	12.94
Manila-Damortis, one way	11.10	5.55
20 days, Manila-Damortis, round trip	15.54	8.88
90 days, Manila-Damortis, round trip	16.64	9.13
90 days, Manila-Bauang Sur, round trip	18.21	10.37
Sleeper berth, each way	—	5.00

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Between Baguio and Damortis, per trip	
5-passenger car	₱25.00
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REAL ESTATE

By P. D. CARMAN

San Juan Heights Addition



April business was the largest of any April since 1920; 1921, ₱401,907; 1922, ₱704,789; 1923, ₱729,829; 1924, ₱689,218; 1925, ₱1,196,751; 1926, ₱1,298,722; 1927, ₱673,760; 1928, ₱1,548,792.

Assales of Manila real estate are an index of local prosperity, or lack of it, and as financial conditions in the United States directly affect

business conditions here, the following from Time is interesting in connection with the decrease in the total Manila real estate transac-

tions of 1927 as compared with 1926. Of the more important firms listed, the General Motors Corporation, Gillette Razor Co., International Harvester Co., American Telephone & Telegraph Co., and Packard Motor Co. showed substantial increases in earnings over 1926 whereas the following reported decreases as indicated:

Aluminum Co. of America, \$6,075,128 less; Pierce Arrow Motor Car Co., \$783,200 less; Childs Co., \$186,471 less; Western Union Telegraph Co., \$34,815 less; Studebaker Corporation, 8.5% less; U. S. Rubber Co., \$1,241,106 less; American Smelting and Refining Co., \$2,282,951 less; B. & O. R. R., \$4,986,414 less; National Lead Co., \$4,075,171 less; U. S. Foundry Co., \$1,675,391 less; Federal Reserve Banks, \$4,575,111 less; Paige-Detroit Motor Car Co., \$4,643,351 losses; and Peerless Motor Car Co., \$725,734 losses.

Sales City of Manila	March 1928	April 1928
Binondo.....	₱ 1,955	₱ 244,500
San Nicolas.....	226,805	327,000
Tondo.....	78,457	74,025

Sta. Cruz.....	189,806	344,833
Sampaloc.....	73,302	49,056
San Miguel.....		14,280
Quiapo.....	19,806	49,316
Sta. Mesa.....	39,200	10,800
Sta. Ana.....	60,954	102,582
Pandacan.....		
Paco.....	34,424	107,350
Malate.....	203,024	68,000
Ermita.....	288,781	129,050
Intramuros.....		28,000

₱1,216,515 ₱1,548,792

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The Journal

Centrals on Panay		
Asturias Sugar Central.....	11,029	12,900
Central Azucarera de Pilar.....	6,325*	6,325
Total production in Panay.....	17,354	18,225
Central on Mindoro		
Mindoro Sugar Co.....	6,033	6,030
Central on Cebu		
Cebu Sugar Co.....	1,000*	1,000
Total production in P. I.....	575,534	570,580

* Latest estimate.
a Production to April 15.

The present appearance of the young cane throughout the sugar districts of the Islands indicates favorable prospects for the 1928-1929 crop. In Luzon, particularly, the cane appears more advanced than it was at this time last year. The occasional drizzles during the last few weeks accelerated the growth of the cane to such an extent it is hoped it will be closed in before the heavy rains fall in June and July. It is too early to attempt to make any forecast, although the consensus of opinion is to the effect that the 1928-1929 crop will at least equal if not exceed the previous crop.

Philippine Exports: Exports of Philippine sugar for the month of April aggregated 85,698 metric tons or a total of 400,422 metric tons since November 1, 1927. Particulars of Philippine sugar shipments follows:

Month	Centrifugals	Muscovados	Refined	Total
Nov., 1927.....	14,191	506	59	14,676
December.....	55,455		172	55,627
January, 1928.....	85,123	643	405	86,171
February.....	74,643	3,150	380	78,373
March.....	67,578	11,545	754	79,877
April.....	79,404	5,906	388	85,698
Total.....	376,304	21,950	2,168	400,422

It is reported that there are still available for export approximately 60,250 tons of centrifugal sugar in storage in Iloilo, and 41,916 tons on Negros, exclusive of the sugar to be harvested in the Victorias, Manapla and San Carlos districts. There are about 30,000 tons of centrifugal sugar in storage in Manila, making a close total of 128,150 tons of centrifugal sugar still available for exports to the United States. There is no reliable data of muscovado supplies but these may be estimated at 7,000 tons as follows: 4,000 tons in Iloilo and 3,000 tons in Manila.

Java Market: Despite the report to the effect that the new Java crop would be from 200,000 to 500,000 tons over that of the previous year, the Java market during the month under review was on the whole steady but with slight changes in quotations. Latest advices received from Java described the market there as steady at the following quotations for Superiors: Spot, Gs. 16-1/4, ₱8.76 for P. I. picul f. o. b.; May, Gs. 16, ₱8.63 for P. I. picul f. o. b.; June, Gs. 15-3/8, ₱8.31 for P. I. picul f. o. b.; July-August, Gs. 15-1/8, ₱8.17 for P. I. picul f. o. b.

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WASHINGTON ENGINES

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 April with statistics up to and including April 30th, 1928.

U. S. Grades: New York opened on the easier side with shipping houses offering moderate quantities of 16 cents; E, 14-7 8 cents; F, 11-1 8 cents; I, 10-1 8 cents; J, 9-1 2 cents; S1, 11-1 8 cents;

S2, 10-1 8 cents. Market turned steadier on reserve of sellers and speculative buying with business passing D, 16 cents; E, 14-1 8 cents; F, 11-1 4 cents; G, 8-5 8 cents; I, 10-1 4 cents; J1, 9-3 4 cents; S1, 11-1 4 cents; S2, 10-1 4 cents; the demand running on the lower qualities, high grades being in poor demand. Market held steady but quiet up to mid April round this basis of prices with business of a retail character. The latter weeks of the month reflected a quieter tone with little business passing, prices however remaining practically unchanged.

Manila market for U. S. grades opened quiet with a steady tone D, P35; E, P32; F, P25; G, P18; H, P16.4; I, P22; J1, P21; S1, P24; S2, P21.4; S3, P21. Dealers shewed no desire to make much progress at these prices and with the regular demand being assisted by some speculative buying prices lifted to D, P35; E, P33; F, P25.4; G, P18; H, P17; I, P22.4; J1, P21; S1, P24.4; S2, P21.4; S3, P21. Mid April saw business passing around these prices to slightly higher prices. The closing weeks reflected a steady to firm market with a marked reverse

of sellers at D, P36; E, P33; F, P26; G, P18.4; H, P17; I, P23; J1, P21.6; S1, P25.4; S2, P22.4; S3, P21.6. At the extreme close prices asked were 2 reals to 4 reals higher according to grade; market firm in tone.

U. K. Grades: Ruled quiet in London at beginning of April basis J2, L38; K, E32.10; L1, E31.5; L2, E29; M1, E29; M2, E28.10 April-June. Market turned firmer in second week with fair sales basis J2, E39; K, E33; L1, E32; L2, E29.10; M1, E30 April-June shipment forward. Demand quickly slackened off and mid April market was dull and inactive round a basis of J2, E38.10; K, E32.5; L1, E31; L2, E29; M1, E29; M2, E28; DL, E28, May-July shipment. Market continued on the dull side with nominal prices ruling and lack of demand for early shipment but a little more enquiry for distant positions.

The Manila market for U. K. grades opened with good buyers in Manila J2, P18.2; K, P15.2; L1, P14.6; L2, P13.4; M1, P13.4; M2, P13. Market improved and business was transacted by middle of April J2, P18.4; K, P15.4; L1, P14.6; L2, P13.4; M1, P13.4; M2, P13.1; then easing off a little to J2, P18; K, P15.2; L1, P14.4; L2, P13.4; M1, P13.4; M2, P12.6. Toward the close of the month the few parcels coming into Manila changed hands around last prices to, in some cases, a shade higher.

Japan: Market was productive of a fair business on grades suitable for that market at fair prices.

Freight rates remain unchanged.

Statistics: We give below figures for the period extending from April 3rd to April 30th, 1928:

Stocks on January 1st.....	1928	1927
Receipts to April 30th.....	139,632	112,382
Stocks on April 30th.....	453,886	429,042
Stocks on April 30th.....	143,259	136,338

Shipments

To the—	To Ap. 30,	
	1928	1927
United Kingdom.....	127,587	116,309
Continent of Europe.....	62,847	45,621
Atlantic U. S.....	81,615	96,296

U. S. via Pacific.....	37,466	41,704
Japan.....	103,828	70,187
Elsewhere and Local.....	36,916	34,969
	450,259	405,086

TOBACCO CIGARET

Alhambra Cigar and Cigarette
Manufacturing Co.

Raw Leaf: Exports during April registered a big slump, principally due to the fact that no shipments to European Regies (always the biggest purchasers) were made. Most of the tobacco in Cagayan and Isabela has been gathered into the farmers' curing sheds. Present estimates indicate a probable reduction in quantity compared with the 1927 crop. From La Union province sporadic buying of the new crop has been reported, at prices somewhat in excess of last year's figures. The Manila market in grades for local manufacture continues dull.

April shipments abroad were as follows:

	Leaf Tobacco and Straps, Kilos.
Algers.....	2,380
Australia.....	9,712
China.....	11,015
Hongkong.....	43,136
Java.....	5,521
North Atlantic (Europe).....	99,037
United States.....	123,781
	294,582

Cigars: Exports to the United States suffered a drop of about 20% in April against March. On the whole, the Manila cigar situation, especially in the Eastern part of the United States, is rather unsatisfactory, due chiefly to unscrupulous job-letters, who through their manipulations, succeed in discrediting "Manilas" whenever associated with tobacco products.

Comparative figures for cigar shipments to the United States are as follows: April 1928, 12,011,584; March 1928, 15,821,696; April 1927, 14,038,283.

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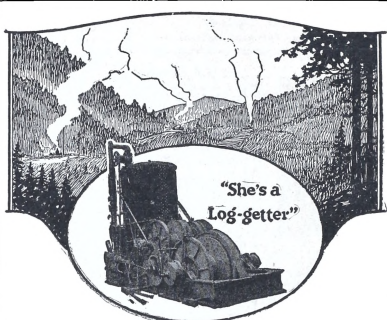
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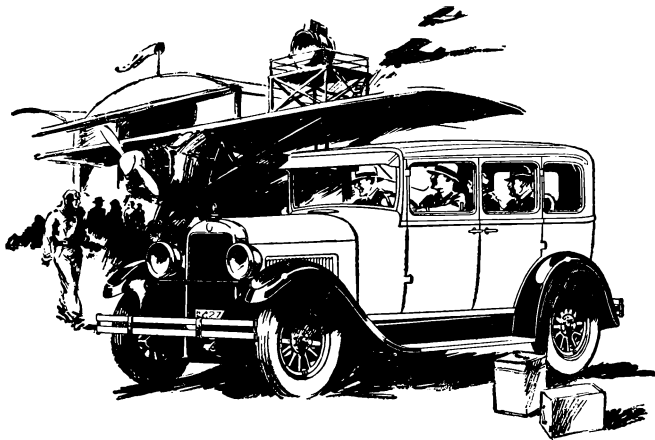
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