

## The New Ports of Entry: Davao and Legaspi

Mindanao Port Surpasses Her Bicol Sister

Now that the new ports of entry have been in operation for a third of a year, or from January 1 to April 30, the period for which the records are completed, it is possible to review their business and compare them one with the other. First of all, their imports have not been at all important: in February gasoline to the value of P105,711 was imported into Legaspi, and in March a shipment of goods from Japan valued at P14,497 was imported into Davao. Their growth as importing centers will follow their growth as exporting centers—and perhaps always much behind. However, this may not be true of Davao. In the town and province of Davao is domiciled, engaged in business, farming and trade, the largest Japanese community in the Philippines; and it may be that to supply this community and its patrons, an increasing quantity of goods will be imported directly into Davao.

Concrete piles are being made for the new pier at Davao. There is even a small road allotment, P25,000; and some work will be undertaken this year. In the matter of roads, Legaspi will fare better than Davao. The big fund will be the gasoline tax, about P2,500,000 this year; but the department of commerce and communications has only a fourth of this to allot at its discretion; the other three fourths are specifically allotted in the law, with population a factor and area not a factor; so that the large sparsely settled provinces where roads are needed most, to induce settlement and development, get the least, having neither population nor completed roads to base claims upon. It may be assumed, however, that these provinces will be favored somewhat by the department of commerce and communications; they will get a considerable portion of the P800,000 the department may allot at its discretion. Albany, of course, has large population and many completed roads.

As a matter of fact, in the 1926 appropriations neither port, Legaspi or Davao, has any money whatever for piers or port improvements; what is being used at Davao is the P100,000 over from the 1925 appropriations, and at least P150,000 more is needed to complete the concrete work alone. It is planned in the bureau of public works to recommend such an appropriation, and now that the work is well begun, to finish it as soon as possible. Investigations are underway at Legaspi. The site recommended by the railway is dangerously exposed to the sea; the only possible construction is a marginal wharf, and a site is being sought that is more protected from the sea and that may be accessible by rail as well. The report is not yet submitted.

The primary advantage of the ports is to the exportation of raw products of the islands. This is very materially the case in Davao. Various ports of the Philippines exported Manila hemp during the first four months of this year as follows, in kilograms:

Manila	22,116,298
Cebu	10,960,681
Zamboanga	322,832
Davao	6,801,186
Total	40,201,000

Manila handled, then, about 55 per cent of the hemp exported from the islands during the period; Cebu 27 per cent, Davao 17



O. V. Wood, Whom J. F. Marius Declares Was the Prime Mover in the Port Project for Davao.

Wood was born in Kings County, Mo., September 2, 1877, and died December 19, 1922, while on his way to the United States from his plantation at Malita, Davao. He suffered from pernicious anemia.

His parents removed to California from Missouri when he was a small boy. He was educated at San Diego Normal School and came to the Philippines in 1901 (with the first American teachers on the army transport *Thomas*), to organize sloyd work in the Moro schools. Until 1906 he remained with the government in Davao; he was schools superintendent, secretary of the Davao district, deputy governor and acting governor.

In 1906 he left the service and gave all his time to his plantation at Malita. In 1918 he went to California and married. His widow, Mrs. Dava A. Wood, and daughter, four years old, Dora Ellen Wood, make their home in Pasadena when they are not at Malita.

"We have at least 200 bushels of coconuts, of more than a dozen varieties, at Malita," Mrs. Wood writes. "Our electric light and ice plant are run by water power; also the copra cutter, cocon mill, rice mill and coru sheller." She describes the garden, the plantation house, the general store and warehouses, and the wharf where cargoes are loaded on ocean steamers at Malita. Malita has 130 hectares of Manila hemp, 160 hectares of coconuts and 6,000 Castillon rubber trees, all producing.

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per cent and Zamboanga less than one per cent. Baling stations and branch offices of export houses are busy at Davao. The progress of this port is of interest outside the Philippines. "I assume," writes Shelby Wiggins, manager of the foreign trade department of the Portland chamber of commerce, "you are familiar with the efforts which the Portland Chamber of Commerce has exerted through the Oregon delegation and our personal representative in Washington in the matter of having Davao made a port of entry and assisting that city in other ways. In view of the substantial volume of cargo which comes to this port from Davao, you can readily appreciate our sincere interest in its progress."

Is not this a cogent comment on the whole Philippine problem? Where they realize their interests are affected, Americans at home bestir themselves. Mr. Wiggins was acknowledging receipt of the January number of the Journal, the special issue on Davao. "If we can be of service to your esteemed body I trust you will make your wants known," he says.

Legaspi exported no hemp during the first four months of the year. She did export copra. The copra exports to the United States from the various ports were as follows, in kilograms:

Manila .....	1,212,595
Hilo .....	2,582,987
Cebu .....	15,887,863
Zamboanga .....	1,301,719
Davao .....	960,852
Legaspi .....	761,832
Total .....	25,707,853

In this trade Manila's share was approximately 1.7 per cent, Hilo's ten per cent, Cebu's 61.75 per cent, Zamboanga's 16.7 per cent, Davao's 3.73 per cent, and Legaspi's three per cent. In addition, Cebu shipped 657,800 kilos of copra to Germany and 2,175,800 to Spain. Manila shipped 31,270 kilos to Spain, and Jolo 14,985 to Singapore.

It should be stated that until recently the copra crop of the Legaspi district has been far below normal and ruling prices of copra at production points outside the Philippines have caused considerable buying in those regions for the United States. Now however production in Tayabas and Laguna is rapidly increasing. Zamboanga is reported to have suffered severely by the drought, which was broken May 7 by copious rains.

O. V. Wood is, above all others, responsible for the making of Davao a port of entry for the Philippines, in the opinion of J. V. Marias, who was in charge of shipping board matters in the orient when the initial steps were taken. He was afterward vice president and acting manager of the Bank of the Philippine Islands and is now residing in San Francisco, whence he writes:

"In April of 1921 I went to Davao. It was a filthy place. There was not a decent bed to sleep in or a decent meal to be had, but it had possibilities. I saw them and told the planters; among whom was Wood, and I learned all I could about their troubles, particularly the shipping obstacle. I told them that if they got behind me and supported me that I would give them direct shipments to the United States. . . . O. V. Wood believed in me, the only one who did, the result of which was that he negotiated with me for a ship to go after 4,000 bales (of hemp); and he offered to pay a differential so that the ship would not lose. I agreed to send a ship there, the Dewey. I went with it. I was on the bridge when we docked, first at Manila, then Davao and then Taloma. Needless to say I was happy. I had made good my promise and proved my faith. Poor Wood was on his last legs. We had a terrible time. We did not get our promised 4,000 bales; we lost money;

he agreed to pay dead freight but I don't think the charge was ever pressed. That was only the start of my troubles. Wood died. He was my only active supporter. . . . However, we finally won out and I am mighty pleased with the results. They certainly prove that the effort was worthwhile, but how much easier it could have been made if I had some kind of cooperation."

Cooperation was finally forthcoming, especially from the office of the governor general. The reader perceives that the opening of both Legaspi and Davao was a deal: to get the one, Davao, it was necessary for the executive branch of the government to approve the other. Both are to be connected with Manila by direct wireless communication. Bids for new equipment have been opened at the bureau of posts. One covers a long-wave system, two others cover short-wave systems. Decision among them has not been made (May 25), but one will be accepted and the work undertaken.

It also seems probable that the telegraph office at Davao will be removed from the town, inland, to the new town of Santa Ana, at the port. The report of the inspector is awaited but has been ordered submitted. It cannot but show that the bulk of the commercial telegraph business arises at the port and not in the town of Davao itself.

**MRS. FRANK DIES IN HOSPITAL**

News has been received in Manila of the death in San Francisco of Mrs. George I. Frank April 30, after an operation. Mrs. Frank, wife of the well known Escota merchant, had been a resident of Manila for many years; many friends mourn her death. She was an Eastern Star; the funeral service was conducted by Reverend Tracy, formerly of the Episcopal cathedral of Manila.

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