

with those turned over to the Philippine Republic by the U. S. Army, have helped Philippine shipping establish normal inter-island traffic once more.

At the time these vessels for charter were put to commercial use, many of the companies that chartered them were pessimistic about the enormous overhead expenses involved both in servicing and in operating the vessels. However, means were found to cut down on costs and today the country's seaways are traversed by ships that once flew the American colors but now display the flag of the Republic.

Shipping operators, whose first reactions to the U. S. Maritime Commission's aid were dubious, admit today that if this Federal Agency had not cut through maddening red tape in 1945 to secure ships for transporting badly needed consumer goods to the Philippines, the situation would have become critical. The first shipments started as a trickle in August of 1945, but later shipments flowed so copiously they choked harbor traffic.

Another important portion of the U. S. Maritime Commission's assignment is the training Filipinos as future deck and engine officers. Paragraph B of Section 306 of the Philippine Rehabilitation Act of 1946 authorizes the U. S. Maritime Commission to train Filipinos to be designated by the President of the Philippines at the U. S. Merchant Marine Academy at Kings Point, Long Island, New York. To date, 70 cadets have been sent. Fifty were sent in 1947 and are expected to graduate next year. Twenty were sent last February and will graduate in 1953. These students have been establishing records that reflect credit on the Philippines. An important part of their training is the one-year of sea duty spent on American ocean-going merchant vessels. Each cadet serves at sea in the second year of his four-year course. The graduates will qualify either as officers in the Philippine merchant fleet or in the Philippine naval reserve.

The Maritime Commission, in looking after the interests of Filipino seamen who served in the American merchant fleet, has been paying the beneficiaries to those Filipinos who were killed during the war while serving on American ships. To date, all claims, with the exception of two whose beneficiaries can not be found, have been paid. Total value of all claims is P600,000.

The U. S. Civil Aeronautics Administration

WHEN AN AIRLINER or an international flight stops at Manila in 1950, it will land on the Manila International Airport's modern runway under the guidance of expert airways communicators and airport traffic controllers — all Filipinos. In fact, by that time, all the service facilities necessary for the maintenance of interisland and international air navigation will be in the hands of Filipinos who know their business. This is the situation the U. S. Civil Aeronautics Administration will leave behind in 1950 after completing its assignment as provided in the Philippine Rehabilitation Act of 1946.

Section 307 of this Act authorizes the U. S. Civil Aeronautics Administration "to acquire, establish, operate, and maintain a system of air-navigation facilities and associated airways communications services in the Philippines for interisland airways operation and to connect Philippine airways with international and interoceanic routes." The Federal Agency

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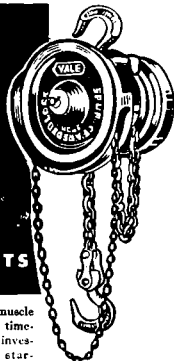
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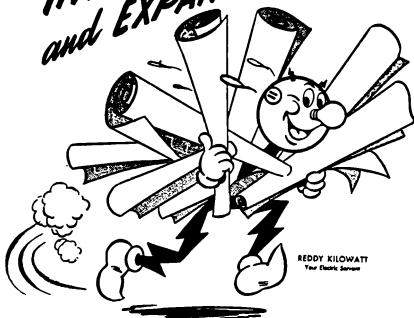
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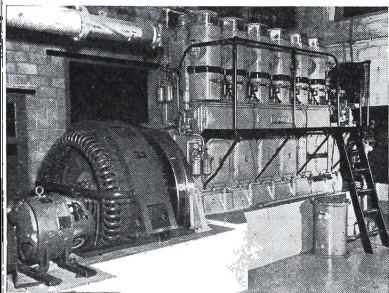
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was also authorized to train Filipinos in the handling of facilities and the discharge of various functions of the service.

Prior to the enactment of the Act, a preliminary survey of the possibilities for establishing a modern network of adequately equipped airports in the Philippines was conducted in December, 1945. A tentative estimate of a proposed program made by the Survey Mission later became the basis for the approval under Public Law 521, 79th Congress, of funds amounting to P16,000,000 to finance this particular rehabilitation project.

After the Act went into effect, the Federal Agency established a regional office in Manila and assigned 60 American technicians to work in the Program. In October, 1947, the U.S. Army airways traffic control center and airport control tower at Nichols Field and the Pan American Airways aeronautical communications station at Makati were acquired by the regional office of the U.S. Civil Aeronautics Administration. Besides these facilities, the regional office decided it would operate an interim station at Laoag and set about planning the construction of other major facilities which include a 7,500 foot runway at the Manila International Airport capable of handling large aircraft weighing up to 200,000 pounds, high-powered homers or radio beacons at Manila and Zamboanga, airways communication stations at Manila and Cebu, and a control tower at Manila.

The modern runway planned for the Manila International Airport is in accordance with the latest standards for airports and terminals of the International Civil Aviation Organization. Ground surveys and engineering plans were prepared by American and Filipino engineers. A prominent feature of the runway will be the installation of high intensity lights for night operations. The lights also will be extended to all runways and taxiways. Construction of this project started October 13, 1948, with the awarding of the P5,240,000-contract to two contractors.

The high-powered homer facilities at Manila and Zamboanga are at present under construction and are expected to cost around P1,040,000. These facilities are in addition to transmitting, receiving, and control stations being constructed in Manila at an estimated cost of P2,300,000.

The Overseas-Foreign Aeronautical communications at Manila is in communication with Guam, Tokyo, Shanghai, Hongkong, Bangkok, Saigon, Australia, Honolulu, and Wake Island.

At the inception of the program, the airways facilities were operated under the supervision of American airways communications experts and airport traffic controllers. A systematic training program however, enabled the Americans to relinquish many of these technical functions to trained Filipinos as time went on. For instance, 9 Americans and 8 Filipinos worked in the beginning at the Air Route Traffic Control Center. Today, there are only 3 Americans, and 13 Filipinos. The Americans will return to the United States by December this year.

In accordance with the authorization in the Philippine Rehabilitation Act, the American agency sent 50 trainees to the States in 1947 and another group of 50 in 1948, to train for one year in the various technical phases of civil aeronautics service. Of these two groups, 30 specialized in airways communications, 30 in traffic control, and 40 in maintenance of airways facilities. An additional group of 46 trainees will be sent early this month. The Philippine CAA officials believe that the next class of trainees will consist of key personnel now operating and maintaining the communications and air traffic control facilities. They may be sent to the United States in small groups for familiarization training of at least three months.

Many of the returning trainees have replaced American technicians, 20 of whom have already returned to their old positions in the United States. Meanwhile, the Philippine Civil Aeronautics Administration, patterned after its American prototype, is gradually taking over many of the functions formerly handled by the Americans. In July this year, it will take over operation and maintenance of all facilities. Activities of the U.S. Civil Aeronautics Administration will be confined the rest of the year to an advisory capacity in maintenance and operation, and the construction of the remaining projects.

Officials of the Philippine Civil Aeronautics Administration believe that if the Philippine Government cooperates with USCAA in setting aside the yearly appropriations for the maintenance of the facilities and organization established, the program will be successful.

With the completion of these facilities, the Philippines will have a modern system of communications and air navigational aids like those available to any country in the world today including the United States. The Manila Overseas-Foreign Aeronautical communications station will be equal to any similar type station operated elsewhere and the runway at the Manila International Airport will be one of the most safe and largest runways in this part of the world.

The U.S. Civil Aeronautics Administration expects to leave well established system of air navigational facilities when it ceases operations at the close of the Philippine Rehabilitation Program. United States Information Service.

OFFICE OF THE PRESIDENT (Continued from page 387)

Aug. 26—The Supreme Court promulgates a decision covering 5 cases involving the powers of the President under the Emergency Powers Act of 1941, voting 5 to 4 against the continued existence of these powers, which, however, is no judgment as the required majority vote is 6. On the validity of the executive orders putting into effect the General Appropriations Act of last year and releasing funds for the coming November general elections, the vote was 5 to 2 against their validity; also inconclusive. However, on two other executive orders, one by the late President Roxas on rent control and one by President Quirino on export control, the vote was 9 to 10 against their validity. The majority opinion is based on the view that the emergency powers were granted to the President only until the legislative body could meet again after the war.

The President receives word from Ambassador J. M. Elizalde that the United States has approved the bill providing \$12,685,000 for the Philippine veterans hospital and medical program.

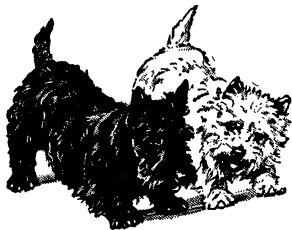
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