



SHIPPING REVIEW

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THE ROBOT DOLLAR COMPANY



The December period found the shipping interests in the Philippines suffering from the usual year-end depression. With the close of the holiday season, however, we find business steadily increasing with good tonnages moving in all directions, and a general spirit of optimism prevailing for the 1928 outlook.

The past year has been an unusual one, and as accurate statistics are now available we learn that a grand total of 1,370,746 tons of general cargo were exported from the Philippine Islands during the year. This shows a general increase of 23 per cent. over the year 1926. This increase was not confined to any one commodity but affected all items to a greater or lesser extent, the only commodities on the entire export list moving in important quantities showing a decrease were cigars and desiccated coconut, with hemp just about holding its own.

Rates have shown a slight upward trend during the past year in all directions and remain firm. During the entire year there were no breaks in the rates such as were common during the preceding year. The most outstanding feature of the year was the extension of the contract system, which has worked out very satisfactorily to all concerned and has made for stability in the freight market in the Islands.

During the past month sugar has been moving to the United States Atlantic and Pacific Coasts in large quantities. Vessels on the Atlantic berth are leaving with capacity cargos, and for the present there is practically no tonnage available. This movement is expected to reach the peak point during March/April, after which it will slacken off to a considerable extent. The amount of cargo available from the Atlantic Coast to the Islands was recently reported to have fallen off to some degree, which if it continues will probably result in a lesser number of vessels visiting Philippine Island ports, with a consequent curtailment of tonnage available on that berth during the forward months.

The scarcity of copra reported last month has developed into what might be called an acute shortage, many important shippers finding it impossible to obtain their minimum requirements.

Bulk coconut oil to this point has been moving in satisfactory volume to the Pacific, Atlantic and Gulf ports, although the shortage of copra is now being felt keenly by the oil crushers in the Islands, some of them venturing

the statement that should the general scarcity of copra continue they would find it necessary to shut down their plants for lack of supplies.

The Pacific Coast movement of Philippine lumber and logs has again hit its stride, a number of fairly good shipments having moved during the latter part of the month. There seems to be considerable activity on the part of the combined lumbering interests in the Islands all pointing to greater development in the industry and consequent greater exports.

Passenger traffic has shown a considerable increase to Europe, Pacific Coast and Honolulu. Interport business as well has shown a decided increase. Ships calling at Honolulu are being booked to capacity with the prospect that this movement will continue until the end of June. To the Pacific Coast steamer traffic is showing a very heavy gain, forward bookings indicating that there will be an unusually large number moving during March, April and May, a good proportion of which will move through Seattle.

During the month of January a total of 1693 passengers, all classes, are reported to have

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departed from the Philippines (first figure represents cabin passengers, second figure stowage): To China and Japan: 135-316; to Pacific Coast 65-316; to Honolulu 2-797; to Singapore 40-11. These figures, so far as stowage passengers are concerned, show a slight decrease. This is due to the fact that there was one sailing less last month than usual to the Pacific Coast.

From statistics compiled by the Associated Steamship Lines there was exported from the Philippines during the month of December, 1927: To China and Japan ports 9725 tons with a total of 48 sailings, of which 6498 tons were carried in American bottoms with 15 sailings; to Pacific Coast for local delivery 34021 tons with 15 sailings, of which 23623 tons were carried in American bottoms with 12 sailings; to Pacific Coast for transshipment 2750 tons with 12 sailings, of which 2573 tons were carried in American bottoms with 10 sailings; to Atlantic Coast ports direct 67204 tons with 19 sailings, of which 38955 tons were carried in American bottoms with 7 sailings; to European ports 22633 tons with 19 sailings, of which 136 tons were carried in American bottoms with 2 sailings; to Australian ports 438 tons with 14 sailings, of which American bottoms carried none; or a grand total of 136771 tons with 73 sailings, of which American bottoms carried 71785 tons with 22 sailings.

Of still more interest are the figures for that past year, also compiled by the Associated Steamship Lines, showing exported from the Philippines: To China and Japan ports 141874 tons, of which 86644 tons were carried in American bottoms; to Pacific Coast for local delivery 317750, of which 264656 tons were carried in American bottoms; to Pacific Coast for transshipment 25485 tons, of which 22748 tons were carried in American bottoms; to Atlantic Coast ports direct 662715 tons, of which 347495 tons were carried in American bottoms; to European ports 212108 tons of which 2028 tons were carried in American bottoms; or a grand total of 1,370,746 tons with 770 sailings, of which American bottoms carried 727,571 tons with 238 sailings.

Much interest has been taken in the rumors which have come via grapevine telephone from the States regarding the purported loan which caused the United States Shipping Board to summarily cancel their managing operators' contract with Swayne & Hoyt covering the American Australia Orient Line, and speculation is rife as to who will be named to succeed Swayne & Hoyt in the operation of this line. Of authentic information, little is available.

A. W. Parry, vice-president of the Tampa Inter-Ocean Steamship company, accompanied by Mrs. Parry and their young son, arrived in Manila January 12 aboard the American Mail liner *President Grant*. Mr. Parry's headquarters are in New York and he is in the Orient on an inspection trip. It is expected he will leave Manila February 15 aboard the Dollar liner *President Van Buren* for Singapore.

Don Tinling, of the traffic department of the Robert Dollar Company in the Orient, arrived in Manila aboard the s.s. *President Grant* January 12 and returned to Shanghai aboard the s.s. *President Lincoln* January 21. Mr. Tinling was in Manila on business for his company.

L. Everett, President of L. Everett, Inc., arrived in Manila from Shanghai January 12 aboard the American Mail liner *President Grant*.

SHIPPING PERSONALS

George Simmie, of the Luzon Stevedoring company, arrived from San Francisco December 22 aboard the Dollar steamship *President Taft*. Mr. Simmie is in Manila on business and expects to return to San Francisco in the near future.

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