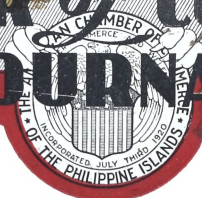


# THE AMERICAN CHAMBER OF COMMERCE JOURNAL



Vol. 8, No. 2

February, 1928



Iwahig Colonists Hauling Their Crops to Puerto Princesa. (See story.)

Iwahig The World's  
Most Excellent Penal  
Colony: An Open-Air  
Asylum for the Re-  
demption of Men's Souls

Story in This Issue

## Leading Articles in This Issue:

**The Iwahig Penal Colony**

*A Gleaning from the Records*

**The Month in Sports: Soup to Nuts**

*Carroll D. Alcott's Own Department*

**Can an American Grow Sugar Cane in the Philippines?**

*Answered Affirmatively by Francis J. Cooper, Who Does It*

**Franciscan Friars in Rizal and Laguna Provinces**

*The "Puente Caprichoso" of Mahayhay*

**When the Thomas Brought the American Teachers**

*A Resumé and Suggestion Regarding This Ship*

**Admiral Mark L. Bristol, U. S. N.**

*The Right Man in the Right Place*

**From Balboa to Goethals**

*Four Centuries of the Panama Canal*

Current Comment of Timely Interest and Permanent Value:  
Trade Reviews by Leading Experts

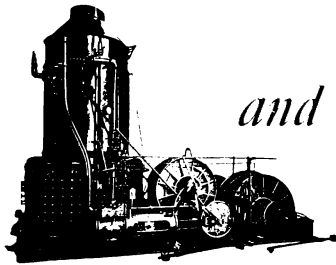
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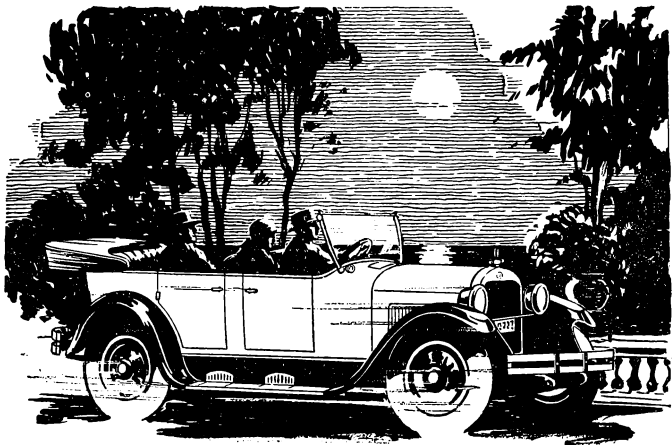
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PUBLISHED MONTHLY

BY

THE AMERICAN CHAMBER OF COMMERCE OF THE PHILIPPINE ISLANDS

(Member, Chamber of Commerce of the United States)

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WALTER ROBB, Editor and Manager

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The American Chamber of Commerce is ready and willing at all times to furnish detailed information to any American Manufacturer, Importer, Exporter or other Americans who are interested in Philippine matters. Address all communications and requests for such information to the Secretary of the Chamber No. 180 David, Manila, P. I.

The American Chamber of Commerce of the Philippines is a member of the UNITED STATES CHAMBER OF COMMERCE, and is the largest and most adequately financed American Chamber of Commerce outside the continental boundaries of the United States. The organization has Twelve Hundred members, all Americans, scattered over the Philippine Archipelago from Tawi-Tawi to the Batanes. The organization of branches in all the American communities of the Asiatic Coast is being stimulated.

The AMERICAN CHAMBER OF COMMERCE OF THE PHILIPPINE ISLANDS should not be confused with other organizations bearing similar names such as the Chamber of Commerce of the Philippines, the Philippine Chamber of Commerce, the Philippine-American Chamber of Commerce and the Manila Chamber of Commerce.

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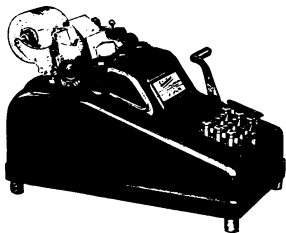
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# THE AMERICAN CHAMBER OF COMMERCE JOURNAL



FEBRUARY, 1928

Vol. VIII, No. 2

## BY THESE SIGNS CONQUER

Governor General Stimson is coming, getting here March 1. The islands will be in the news.

José Paéz, managing the railroad, reports its handsome revenues during 1927 and announces plans for going ahead with the Bikol extension.

Francis J. Cooper has proved that an American can make himself a successful sugar planter in the Philippines, even at the ruling market for the product. He tells about it in this issue, and it's stimulating reading.

A demonstration of cooperation: the universal press disapproval of A. D. Williams' proposal to make two more breaches in the city walls.

Iwahig Penal Colony on Palawan has been too close to us for us to see it clearly. But the visit of Dr. John Lewis Gillin put it in the perspective of Folsom, Sing Sing and the southern prison farms. The world, Dr. Gillin thinks, doesn't boast the equal of Iwahig. The story is in this issue.

There's a London show troupe in town, while local talent, the Community Players, under the management of Captain Kinney, periodically proves that even when imported talent is scarce there need be no dirth of theater entertainment. Say, wasn't Gloria Swanson a pigtailed Manila gal onct, eh? Our folks are all right.

Oscar G. Steen, general manager for the Orient of the Robert Dollar Company, predicts that Pulupandan will become one of the islands' leading ports. And why not? Much of the best land in Negros for sugar and copra still lies fallow, more than is now cultivated.

The rice crop is short, though not terribly, and growers are going to have a better price for it than their 1927 crop brought.

The bill to limit entries of Philippine sugar into the home market to 500,000 tons per year looks ever so much like a bounting hoggy. More people buy sugar in the United States than sell it, or make or grow it.

Julius Reese is back in town, to sell the new Ford. Everyone knows Lizzie, recently deceased. Elizabeth is her daughter, brought up in the best circles, with private tutors and many other modern advantages her mother never enjoyed. Her mother's early education was neglected, in order to get started, but hers hasn't been, and she is reputed to be the soul of refinement. Speaking all languages, endowed rather with a knowledge of a practical Esperanto, Elizabeth inherits her mother's love of travel. She has begun her itinerary, to continue, as her mother's did, throughout her lifetime. Reese, as president of the Manila Trading and Supply Company, Ford's Philippine agents, expects Elizabeth, soon arriving in Manila, to tour throughout the islands. It's a big order, but she may make the grade. Making grades was habitual with her mother, Lizzie, one of those plain, persistent late Victorians.

Shall we ever see her like again? We shall meet, but we shall miss her—only to hit some other car head-on, perhaps. The negro's ideal in motor transport is hymned thus, *Swing low, sweet chariot, comin' fo' to carry me home!* They are swinging them lower than Lizzie nowadays.

It is a time for fordisms. One of Lizzie's best traits was her indifference to criticism. She was cranked for years, but not on this; and whatever might be said of her she always went right ahead. Learning that at last she was dying, and that Coolidge would not be a presidential candidate this year—no coincidence, of course—a scribe who, as some actually do, owned a car, stuck this legend on the tin door, *I do not choose to run!* And this, on a student's dejected vehicle, *bored of education.* In Ford's school, half study, half applied science in producing useful things, this student might have escaped boredom.

"Of all the components," says the *Outlook*, "that went into the making of the old Ford car (*Lizzie, Model T*), the fivver of history, the greatest was imagination. \* \* \* No one else had quite the imagination, the same imagination, that Henry Ford had." It was, remember, 1908. Old Glory had been whipping the breezes over Fort Santiago ten years. "Buggies were still for sale and advertised alongside of the new contraptions called automobiles. \* \* \* (The fivver) has started industry on a beneficent

circle. It has proved in a spectacular fashion that every producer is also a consumer, and has shown how every industry in a country like ours can help to create its own market. It has been a leader in the process of passing prosperity around. And now comes the new Ford. \* \* \* Is there some industrial chemist that can isolate in it Henry Ford's imagination of what this new car will mean to the multitude in the coming years?"

Elizabeth, unlike her mother Lizzie, doesn't have the popular field to herself. She's a part of this amazing age and gangs along with her set. Lizzie sold two million. Can Elizabeth do as well? They speak of a saturation point in the automobile industry, but America expects to make and market five million cars this year. There's a big order for you, there's a grade to make. The Philippines took 5600 last year: 3828 passenger cars, 464 busses and 1308 trucks.

The capital of the Pacific Commercial Company has been increased to \$4,500,000 gold, \$9,000,000 being the par equivalent. Such is the tone of confidence in the local business field.

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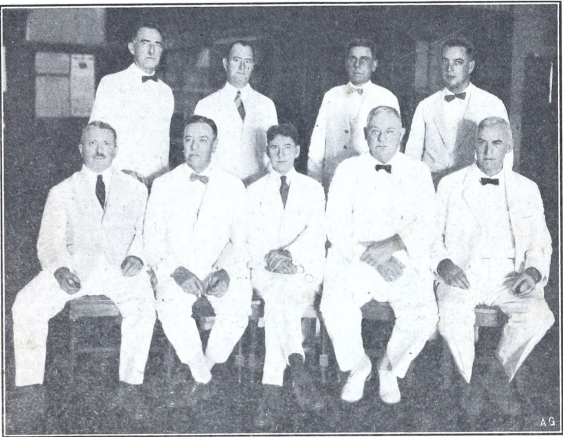
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## Captain Robert E. "Bob" Murphy Chosen Our President



The Board of Directors

Sitting, left to right: P. A. Meyer, imports-exports, cigar and cigarette manufacturing; Fred A. Leas, cattle, copra and coconut-oil manufacturing; Robert E. Murphy, embroidery, Isuan water, and banking; H. L. Heath, ranching, hemp exporting, cordage manufacturing; C. M. Cotterman, importing, Walk-Over shoes, acetylene manufacturing and welding, banking.

Standing, left to right: John R. Wilson (secretary), W. L. Applegate, stevedoring; B. A. Green, real estate, canning, sugar manufacturing; H. M. Cavender, general agent, the Robert Dollar Company.

Paul A. Meyer, W. L. Applegate, and B. A. Green were elected directors of the American Chamber of Commerce of the Philippine Islands for three-year terms at the eighth annual meeting held at the general offices of the chamber of commerce Saturday afternoon, January 28, the secretary casting the unanimous vote of the meeting when the three men were placed in nomination and, upon motion, nominations were closed. Precisely by like procedure, Walter Z. Smith, A. B. Cresap, R. S. Rogers, and J. L. Headington were elected alternate directors for terms of one year, to serve on the board of directors in the order which their names appear here, in the absence of directors from the islands.

As several of the directors have planned to be out of the islands most of this year, it is probable that before the close of the year all of the alternate directors will have served on the board

of directors. Senator Fairchild retired from the alternate directors' list, Mr. Headington was reelected, while Mr. Applegate, an alternate last year, is now a full-term director. S. F. Gaches, who, like Senator Fairchild, was a valuable member of the board of directors for many years, retired from the directorate with the close of the term. A. B. Cresap is the new alternate director. Directors Meyer and Green were reelected to succeed themselves.

Directors holding over are H. L. Heath, Fred A. Leas, John W. Haussermann, C. M. Cotterman, Robert E. Murphy, and H. M. Cavender.

The directors organized for business at the regular weekly meeting, Tuesday, January 31. With the same accord that had characterized the annual meeting of active members, officers were chosen for the current year. Those present are the directors shown above, and the secretary,

John R. Wilson, who, when the board had organized, was reelected. The unanimous ballot of the board was cast for Captain Murphy for president, P. A. Meyer for vice president, and B. A. Green for treasurer, a post he has held almost without interruption from the date of the organization of the chamber of commerce, July 1920.

Judge Haussermann was reelected a vice president, and the same honor was conferred upon Captain Heath, retiring from the presidency, and Mr. Cotterman.

With the organization of the board of directors, Captain Heath ended his long and distinguished career as president of the chamber of commerce. He was elected its first president for the half-year period following organization in 1920, and reelected in 1921. Mr. Cotterman was president during 1922 and 1923, and Captain Heath during 1924, 1925, 1926, and 1927. He cast his vote this year with the rest, for Captain Murphy.

Like Captain Heath, Captain Murphy is an oldtimer. He came to the islands in 1900 with the quartermaster department and remained in that department until 1919, when he resigned his commission and took the management of the *Cablenews American*, a daily Manila newspaper, now the *Philippines Herald*. In 1920 the paper was sold. Captain Murphy went from newspaper life, where his former popularity had been enhanced, for he has always been prominent in the club and social life of the city, into the embroidery business. He became the head of the Art Embroidery company, now the Robert E. Murphy Embroidery company, manufacturing and exporting to the United States.

The embroidery business, the islands being justly famed for their fine hand-wrought embroideries, is one of the leading industries of the islands. It has, too, prospects of future expansion eclipsing its present prosperity. Popular, always ready to make personal sacrifices for the welfare of the community, Captain Murphy enters upon his duties as president of the chamber of commerce under most auspicious circumstances, harmony being attested by his unanimous election. He is a director of the Philippine Trust Company, a prosperous banking and trust corporation.

President Murphy is also the president of *Isuan Incorporated*, the company manufacturing the islands' famous mineral water and Isuan dry gingerale. Of the latter, 500 cases are now leaving Manila weekly, by the Dollar passenger freighters going to Seattle and San Francisco. This is just the beginning, however. The demand is increasing rapidly in response to the excellence of the product and the advertising undertaken by the Isuan company in America.

Walter Z. Smith, head of the telephone company, is already an acting director, Judge Haussermann being in the United States.

Captain Heath left Manila for a ten-month's visit to the United States February 11, resigning from his positions in the government corporations before leaving.

Both political parties, the Democratic and the Republican, have been invited to hold their conventions at the chamber of commerce.

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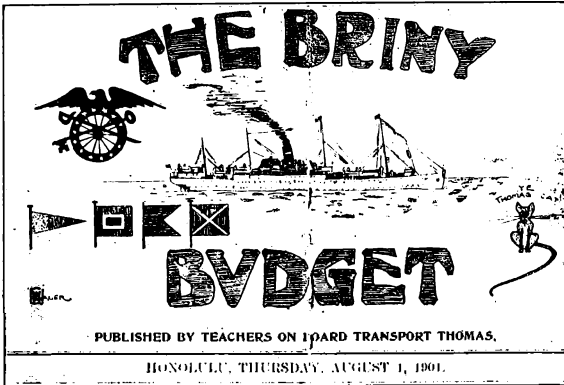
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When the *Thomas* Brought the American Teachers



Did she ever do it? Are they still sending them?

She stayed over faithfully, she didn't make the *Thomas* that trip. It's a human-interest ship if there ever was one, and its intimate story would be but an amplification of Byron's description of Manfred's soul.

The *Thomas*, going off the run! My God! We're all getting old!

Through the courtesy of Verne E. Miller of the Philippine Education Company, we have before us the log of the seventh trip of the *Thomas* to Manila, the one on which she brought 560 school teachers, 160 women and 400 men from 42 states, the District of Columbia, Hawaii, and two foreign countries. We reproduce the title and device of the newspaper the teachers got out at Honolulu, a rare and enlightening piece of Americana of which many copies should find their way to the libraries for preservation. Paving over this one for essential data, we feel somehow that we are desecrating a national memory. The voyage began at San Francisco July 23 and ended at Manila August 21, 1901. Dr. Fred W. Atkinson was then educational superintendent, organizing, with the aid of these teachers, the bureau of education of which the distinguished Dr. David P. Barrows was to become the head.

Of the 560 teachers who made that voyage, ten had been in the islands as soldiers and two had been soldier-teachers in the schools operated by General Otis. Here are those remaining in the Philippines:

Lucifer B. Parker, Mary E. Polley, Dr. and Mrs. H. S. Townsend, Charles W. Franks, C. D. Behrens, Mrs. L. R. Sweet, Maye Faurou, A. B. Powell, Mrs. Frances C. Bartter, Mrs. Nellie Louise Cook, Bertha Lincoln, Carl M. Moore, Verne E. Miller, Dr. Charles S. Banks, C. I. Halsey, E. J. Murphy, J. W. Osborn, E. E. Schneider, E. G. Turner, Mrs. J. C. Vickers, T. H. Edwards, W. S. Irely, E. E. Baker, Horatio Smith.

Well, the *Thomas* is done. Who'll bid on her? She could still haul something, surely—say mules for an African war, or cattle from Australia, or bananas from the Mosquito Coast. Let's have the auctioneer describe her. Harland and Wolff built her at Belfast in 1893, and for five years she flew the Union Jack on the Atlantic run for the Hamburg-American line, under the name of the *Persia*. Too slow, though famed for the steadiness that has since made her defy the fiercest typhoons the China sea can brew, the owners rechristened her the *Minnewaska* and put her in the cattle trade between London and New York. Then they sold her to the United States, July 1898, and for a year, as the *Minnewaska* still, she carried troops, horses and commissary stores from the United States to Cuba and Porto Rico.

Overhauled and refitted at Cramp's in Philadelphia, she became the *Thomas*, queen of transports on the Pacific, making her first trip via the Suez as a show-off boat—at the request of European governments whose military departments wanted to see the latest thing in army transports. She wasn't the fastest, even then, for at her best she makes but 13-1/2 knots an hour, and ordinarily 12, but she was "the newest, the

The U. S. A. T. (United States Army Transport) *Thomas* is in harbor, on her last voyage. They are counting her out, apparently they will scrap her or sell her under the hammer for what she will bring.

The very thought makes a tightness in the throat of hundreds of Americans in the Philippines, and brings moisture to the eye. It is too much like selling Old Kate, the family nag, at the homestead auction, when Dad decided to move west. For the *Thomas* has a real soul if a ship or any inanimate thing may boast the boon. For 30 years she has been the national old-reliable. She has brought us commanding officers, and taken them home, and governors general too. She has brought troops, some of them for the first campaigns, and returned to San Francisco with trooploads of casuals, men who had done their time in the islands.

Time and circumstance are inexorable. She has taken our dead to the homeland for burial. She carried home the body of General Lawton, and of Liscum, killed in China, and brought back Lawton's remains to rest beneath his monument. She has taken wives home for their accouchements, and brought them back with cooing babies in their arms. She has brought us food. She has brought thousands of teachers for the schools, and, accommodating them with her rate of a dollar per day, landed them back home with some of their meager savings. She has taken home the broken old-timer, who has often, in the loved and familiar

environment of youth, with life returning upon itself as the philosophers say it will, been rehabilitated and found himself a man after all.

Alas, truth makes us say it. She has taken home the prisoner, another unfortunate part of the price paid for going nationally abroad, and on her very last trip but one she had in the brig a youth who may shine yet as one of America's great artists. Metropolitan editors know him as a magazine illustrator. She has taken home the fellows who couldn't stand Guam's loneliness, and those who could. Once when she lay at berth on one side of Pier One, the *Crawmont*, navy transport, pulled in on the other, from Guam. In the midst of the gay crowd on the dock a young wife was waiting, joy in her bonny eyes and youth in her slender figure. But her husband didn't come down the gangway, and there wasn't even a letter; she had come on ahead for shopping, and friends just told her, brokenly, what had happened there in Guam \* \* \* the last night \* \* \*

the last weary twelve hours. And she turned bitterly away, cursing and weeping together. "Wait till I get to Washington!" she cried. "I'll tell that navy department something—sending young people out to a damned hole like Guam!"

"Look for the Blue Can"

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largest, and the stadiest of them all, and her machinery the best and most modern."

She's 476 feet, keel 445 feet, beam 52.25 feet, draft 27 feet. We carry the technical description no farther. The *Thomas* should be made a national memorial, when she goes out of service, and here is something for the Philippine societies in America to do—those Americans who have

been in the islands and returned to the homeland, where thousands are influential who surely can't forget a sturdy ship that has rendered them all unmeasured service. If peace hath her victories no less renowned than war, then let her have her monuments as well. The *Thomas*, too, has a double claim, her honors are equality of war and peace. —W. R.

## Iwahig: Where Men are Men By Self-Reformation

Early in January Dr. John Lewis Gillin made a trip to Iwahig Penal Colony on Palawan island with Director Ramón Victorio of the prisons bureau. They were not quite alone. Dr. Gillin's son, John Lewis, Jr., was with him, and two inspectors, not guards, and 111 prisoners were with Victorio. This at the start, on the cableship *Bustamante*, turned for the occasion into a convict ship below and a pleasure yacht above. But presently, beyond the lights of Corregidor and on the outside passage, seasickness joined Victorio and the two inspectors, who lay helpless in their berths.

Dr. Gillin, however, was not much perturbed. He hadn't seen any arms in evidence, and he knew there were 111 prisoners aboard, but to be among prisoners, without any means of defense, was an old story with him. He is a somewhat celebrated criminologist. A professor of sociology at the University of Wisconsin, he holds the chair of criminal pathology there; and he is the chairman of the committee on crime of the Social Science Research Council, for which organization he made the trip to the Philippines to investigate Iwahig. He had studied Bilbid, the insular penitentiary in Manila, but that doesn't count so much: Iwahig was, quite rightly, his real objective.) Next August Dr. Gillin will present his report to the annual conference always held in August at Darmouth college.

Seven different national organizations are united in the Social Science Research Council: The American Sociological Society, the American Economic Association, the American Political Science Association, the American Statistical Society, the American Historical Association, the American Anthropological Association, and the American Psychological Association. Many reports will be read at their meeting, but none can have more interest than Dr. Gillin's on Iwahig.

"It stands without a rival in the world," is Dr. Gillin's verdict on the colony.

He wasn't uneasy when Victorio and the inspectors got seasick, since he supposed, as he told his son, that the prisoners on board, who might easily have mutinied and taken possession of the ship, were men sentenced for crimes against property. He afterwards confessed that he should have been uneasy, when he learned that among the 111 men no less than 11 were parricides, 40 were homicides, and 15, murderers; and the rest were bandits, highwaymen and cutthroats generally.

"Why wouldn't they mutiny?" he asked Victorio.

"Because they wished to go to Iwahig, a privilege they had earned by good conduct in Bilbid, and because they would eventually be caught."

The men, in fact, though they had committed the most heinous and desperate of crimes, were, as prisoners of the state, the highest class of prisoners: in Bilbid, they had become trusties, and at Iwahig they were to be colonists, for such is the middle designation applied to the men making up the colony.

In due course the voyage ended, at Puerto Princesa, where officials and colonists alike had gathered to welcome Victorio and his guests. An old Moro datu, with many notches on his kris, had been at the most distant station, in charge of some 40 colonists there. It was about 25 miles off, the farm comprises about 100,000 acres, and he had walked all day and part of the night in order to be at Puerto Princesa on time.

Dr. Gillin was now to be still further astonished, learning that Captain R. P. Mitra, the colony superintendent, and only 25 others, half of whom are ex-colonists, comprise the entire official staff, and that they are all habitually without arms, save the conventional cane, their badge

of authority. Iwahig is really a place regainful of men's souls. It is under discipline, but wholly free from the vengeance society still commonly seeks in the condemnation of men who have infringed its laws. Colonists there number more than 1800; there are 26 officers and employes, 82 members of their families, and about 250 members of colonists' families, there being 85



Ye Editor (left) interviews Dr. John Lewis Gillin (right) on Iwahig. See text.

such families domiciled on the farm and governed by its mild discipline.

There is, of course, a hospital; and there is also a public school, attended by the children of officers, employes and colonists, without discrimination. Justice seems to be the motto of administration, daily justice, and men's pasts are put behind them. There is a band, a recreation hall; and all the wholesome activities of a free community are carried on, by and for the colonists.



Snaking Timbers Out of the Iwahig Forest

"During my whole visit I saw but two firearms, pistols, which probably couldn't be fired," said Dr. Gillin. "And as we rode over the farm I quizzed Director Victorio about this, he admitting that all depended upon the men's good behavior. And he said this good behavior resulted from several causes, chief among them being the proof, from early instances, that the escaped man is always caught, the second being the certain loss of rating, return to stripes and Bilbid, solitary confinement and leg irons, and further sentence and punishment for new crimes committed."

Victorio also told the *Journal*, "No excuses are ever accepted, and the men know it."

Bilbid is a dreary place for the lifer and long-temer. There is work, well enough organized, but no gain from it; the dormitories are overcrowded, the whole atmosphere rigid, cramped, depressing. When they have earned the privilege of leaving Bilbid, men have put themselves through a voluntary course of discipline that has furnished them with a new character; and when they doff its stripes for the clothes of the colonist, they have put their old lives behind them.

Iwahig has 22 separate activities, given a general classification. Many branches of farming and horticulture are carried on, at many stations, where groups of 40 men or so work under the surveillance of one of their number. The colonists in charge of these stations call up headquarters daily at stipulated hours, reporting what was done the day before and what will be done that day. The inspectors can come along at any time, and see that all has been done as reported.

Coconuts, rice and sugar cane are all important crops, grown on the shares, and upon completing their sentences colonists have already had as much as \$76,000 to their credit, something upon which to begin life anew. Merchants, Filipinos, of Puerto Princesa, assured Dr. Gillin that the best settlers in Palawan are, as a class, the ex-colonists, who have all acquired habits of thrift, industry and sobriety. There is a herd of 2,000 Indian cattle, one of the pictures shows the ox-teams at work. Fine Berkshire hogs are raised by the hundred, and chickens and other fowls abundantly. An irrigation and water supply system is a part of improvements valued at more than \$95,000 made last year, estimates all appearing very reasonable. The colony is not as yet self-supporting, though it will soon be more than that. Let us mention 2,342 coffee trees planted last year, 53 cacao, 44 orange, 1,247 jackfruit, and 37 mango trees. "The para rubber trees in Abukayan rubber station are growing luxuriantly."

Fishing is important.

Many thousands of coconuts are in bearing. To subsidize the colonists costs the public \$0.144 per day per colonist, and out of this must be taken the value of the products accruing to the government's account, before there is a charge against taxes. Captain Mitra wants a revolving fund for the colony, and with frequent auditing, for his own protection, it might well be given him. His report shows work interrupted, abandoned sometimes, or indefinitely postponed, because his requisitions, such as for spare machinery parts, have been cancelled. Iwahig was established February 16, 1904, by R. J. Shields, when Forbes was the commissioner for commerce and police, and so it is a monument of Forbes' administration. The expenditures last year were \$1,282,160 and the income \$1,215,270, the net expenditure being the immaterial sum of \$66,890.

## Bristol the Right Man for Asiatic Fleet Commander

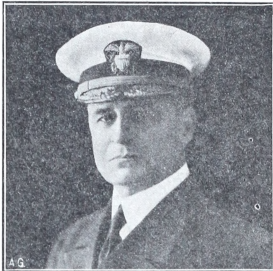
If one has attempted to learn his China while sojourning in the Philippines (which are but an adjunct of America's problem in China), he will not converse long with Admiral Mark L. Bristol, U. S. N., commander of the Asiatic Fleet, before coming to realize that this distinguished officer of America's sea power is precisely the right man to be in command of the fleet in the extreme Orient. It is revealed at once that Admiral Bristol has familiarized himself with America's naval and diplomatic policy in China, one of the most consistent state policies in the national annals.

More, it is at once revealed that Bristol has studied that policy critically, placed it over against the perspective of China's own history and retarded politico-social development, and that he believes in the policy, as recently restated by President Coolidge, down to the ground. It is a policy of waiting for China to find herself and to achieve self-control and self-sufficiency; that's what it always has been. America wants China to become a forthright nation, just that is what she has always wanted. Through succeeding revolutions, the Chinese struggle toward this goal. Sometimes the policy seems tawdry and opportunistic in the eyes of the world, in American eyes too; the contending native factions occasionally do such outlandish things, and nations with big vested interests at stake take quicker action than America does, or more drastic action, when America comes in for another round of criticism.

But the same thing occurs in respect to Mexico, it is something which may not be avoided when and while America is waiting for nations like China and Mexico to become competent national forces and international partners.

America doesn't make alliances, even in the Great War it was the United States and the Allied Powers. It is the same in China, where, aloof from alliances and pacts, America co-operates upon occasion, as in the relief of foreigners in Nanking last spring, as in the relief of Peking 28 years ago, as in the patrolling of the Yangtze. But when the specific job is done, America is her independent self again. Although this independence sometimes has an ugly look, those who watch intelligently and intrepidly and wait patiently may certainly be comforted with the assurance that in the long run America's policy in China is to work out best for herself and all her friends.

That is why Admiral Bristol believes in the policy, because it only seems, sometimes, to injure America's friends—without really injuring them, nor China, also America's friend. For every nation concerned in China has its immediate interest there, and its more remote interest; and it is this more remote interest that is the more important, which by all means must be conserved. China will be a long time, a very long time indeed, in shifting from the old to the new order: America is an impelling force, by the simple means of her neutrality. Other



Admiral Mark L. Bristol, U.S.N., commander of the Asiatic fleet; now in harbor on his flagship, the U. S. cruiser *Pittsburgh*.

nations may, be restraining influences, but it is for all to be on a par with one another when the right day comes, when China achieves nationhood. Admiral Bristol makes no comment upon other nations' policies in China, America's occupies him fully.

The number of nationals to be protected is increasing. Equipment for this purpose begins to include the six gunboats being assembled at Shanghai for the Yangtze patrols. One is launched and in service, another is coming off the ways. They are armored and fully prepared for their necessary police duties, and their rivals are not to be seen on the river anywhere. Protection of American lives and property is a part of the restated national policy.

Admiral Bristol has called upon Governor Gilmore, after having paid his respects to General Sladen, commanding ashore, and he will remain in Philippine waters with his flagship, the *Pittsburgh*, for the inauguration of Governor General Henry L. Stimson and for conferences with him, whom the admiral greatly admires. Consistency of action and a common accord will be the purpose of the conferences.

It has been a month of courtesy exchanges, what with the flagship and the admiral with nearly the whole fleet in the roadstead. Admiral Blakely too, and the visits of the Japanese cruiser *Ohi* and H. M. S. *Hawkins* and Admiral and Lady Tyrwhitt. Marine and shore salutes have been booming away at frequent intervals, bands have been on repeated special duty at ceremonies, and the pomp and circumstance of courtly customs have kept the ranking officers ashore and afloat busily engaged.

## Henry Musser

Henry Musser, member of the chamber of commerce, who left his plumbing business to his boys, Henry and George Musser, and died in St. Luke's hospital December 27, was an American and oldest of the oldtimers in point of length of residence, who had had various experiences with his citizenship. He was residing in Manila when Dewey defeated the Spanish fleet, as he had been for some time. Living at the European hotel, on the site of what is now the Roxas building, Escolta and David, he was suspected of liaison connections with the fleet and had difficulty in keeping out of the clutches of the authorities. However, the risk was soon over. Musser was in his 77th year when he died, on October 5 last year he was 76 years old. He had been the first Elk to touch Philippine soil. As a member of the Leadville, Colorado, lodge, his funeral was under the auspices of the Manila lodge.

It was also published that he and two others of the antlered tribe organized the Elks in Manila, but the actual facts, obscured in the haze of men's recollections, may be that the three formed the habit of 'regathering together as Elks, or because they were Elks. Perhaps the charter came later. It was very early in the American period.

Musser had established the American Hardware and Plumbing company in the walled city.



Henry Musser

One of the very first American enterprises established in Manila, this business now flourishes as  
(Turn to page 11, column 3)

## CONCRETE FOR PERMANENCE

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MANUFACTURERS

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EDITORIAL OFFICES

American Chamber of Commerce

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#### A. S. CROSSFIELD

Judge A. S. Crossfield has succumbed to the injuries he received in a fall New Year Day. He died at his home at 4 a. m. Friday, February 10, after making a gallant fight to live. He was 73 years old and had been prominent here since 1900, when he arrived in the islands as Captain of Company L, 44th U. S. Volunteer Infantry. Hosts of friends mourn his passing. The *Journal* and the chamber of commerce extend their sympathies to the bereaved family. Our biographical sketch of Judge Crossfield, now reprinted or rewritten in the daily press, appeared in the issue of February 1927.

#### HAIL TO THE CHIEF

Colonel Henry L. Stimson, our new governor general, is already on his way to Manila, to arrive here March 1. Hail to him. He comes with everyone's best wishes and enjoys universal confidence. Last month we

published a first rate photograph of him, and a front-cover of General Wood and him shaking hands on the steps of Malacañang. Here we give the Ettinger cartoon, reproduced from the *Outlook*. Although he has gathered about him a staff of military men, Winship, Dorey, A. Parker Hitchens, all from the Army, and Commander Jules James from the Navy, no one seems perturbed about this. Why not? Exactly, thereader's own thought has already formulated the answer. No one is perturbed because everyone feels that whoever may be associated with Governor General Stimson will be an aide, and assistant, helping with details and



minutiae but not making decisions. It is assumed that Governor Stimson's purpose in coming to Manila is to disclose the islands' position in their permanent union with the United States, and to fit them into this position. Because of this, it is expected that the interest of investors of capital will swing this way, enhancing opportunities and dispensing prosperity. The governor general's objective has of course not been revealed, but many straws, all whirling away in one direction, show whence the wind is blowing.

#### THE INTERREGNUM

Toward the beginning of Governor Gilmore's administration, when he had said and done enough to give a general understanding of his methods and policy, we commented upon it at some length, expressing confidence in it and giving our reasons therefor. It now becomes our privilege to sum it up, before the *Journal* is out for March another administration will have begun. Gilmore has been the insular chief executive during ten months. Honesty compels admiration of this period as eminently outstanding in the islands' history. The cooperation spoken of on every hand as being desirable, Gilmore immediately achieved without the slight-

est deviation from General Wood's sound principle of the sharp separation of the distinct branches of the government. This fact is evident in the work of the legislature which was approved, and in the acts which were not approved—the *summum bonum* of the session, a constructive record that will not soon or very easily be surpassed. Among the qualities of character which immediately won Gilmore that wide and spontaneous public confidence responsible for the achievements to which we allude, are his admitted integrity of purpose and his familiarity with, and respect for, the law. Criticism was at once disarmed and its acerbities abated, because the law informed the chief executive's every action, and an unbiased and plainly honest objective was manifest in all that was done.

Happy is a people so governed, their progress is assured. Fortunate will be the succeeding administration, and all of us shall share that good fortune, if it too is disposed, as we all trust and believe it will be, to place its first reliance in the law and to advance as the legalities of the situation point the way toward advancement.

#### JOSEPH'S AND JOSÉ'S COATS

School children are to be uniformed throughout the Philippines with the opening of the schools in June. A committee has acted, native materials are to be preferred when available. The nearest approach to Chesterfield is a cheap cravat, girls in plain blouses and petticoats of uniform cut and color will be as like as peas in a market basket. Maybe, and maybe not. It will be interesting to observe this experiment. Board schools get away with rules of this kind, we think, precisely because they are board schools. Economy is the reason behind the new rule for the public schools. But is there not the danger of too much regimentation of youth? Won't teachers be exclaiming, like top sergeants and shavetails, *you're a disgrace to the uniform?* And we shall have, perhaps, a crop of rollicking dual personalities, instead of the thrifty young people expected?—boys and girls under too much restraint during school hours, inclined to go to the opposite limit after hours. We accept the rule skeptically, we have to salt it to make it go down. Will it imbue the schools with a genuine democracy of spirit, or only seem to do so? Does it lean backward toward tribalism and provincialism, or forward toward that early expression of individualism identified with the freer civilizations? If it were voluntary, then it should be good; but in this age youth resents impositions, and the sullen protests of its physical weakness are no salutary influence on society. In other words, the cheap uniforms are likely to provoke further extravagance and class estrangements.

#### THANKS TO MARY JORDAN

Mrs. Charles C. Cresson, Mary Jordan, has thrilled audiences in San Antonio, Texas, recently with her renditions of Filipino native music. (She is the wife of Major Charles C. Cresson, U. S. A., formerly stationed at Fort Wm. McKinley.) This is the kind of international courtesy that counts. She sang a love song composed for her by Victoria Veloso, a nature song arranged by Mrs. Cavan, and another nature song, the bathing song of the Igorots. Our Philippine music is melodious. It has in it the sob of the wind through palm trees, the sheen of the moon on the ebbing sea. It is distinctively south-sea. As such it will woo visitors to our shores when it is known abroad. It is more worthwhile to have these plaintive airs sung by Miss Jordan than to submit voluminous data on the islands' resources, if we wish to have tourists come to see us. Let us hope she tours America, letting folks hear in New York, Chicago, Boston and Philadelphia what has been heard and applauded in Dixieland.

This is why, too, Mayor Earnshaw's theater project is so important, and that other project, to convert the Ayuntamiento into an art museum. It seems that only the details of a land trade between the city and the insular government are now delaying the theater project. For goodness' sake let's have done with talk and start building. It is our art, our poetry, that people wish to enjoy. Give the public what it wants, and give the people spiritual outlet.

#### COPRA: PAST AND PRESENT

Leo Schnurmacher, 61 Juan Luna, Manila, has his annual coconut-industry tables and graphs out, and they are very excellent. Injuries to the groves, caused by storms months ago, are now being felt in the yields; up into April this year the prediction is that arrivals of copra in Manila will be as much as 40 per cent below the same period last year. After April, however, more abundant arrivals are expected to bring Manila's total for the year above that of last year by possibly five per cent, and the islands' whole crop for 1928 is expected to exceed that of 1927 by ten per cent. It is noted from *Journal* records, verified with Schnurmacher's figures, that yearly arrivals of copra in Manila increase over extended periods. In 1923 they were 2,696,233 piculs; in 1924, 2,542,892; in 1925, 2,392,883; in 1926, 3,198,310; in 1927, 3,147,257. When it is recalled that there are considerable exports to the United States from outposts of south-eastern Luzon, and that the desiccated coconut produced last year was 12,777 tons (lading value P5,634,657), an idea is gained of how considerably the annual yield of coconuts is increasing. The copra equivalent of the 12,777 tons of desiccated coconut is 24,244 metric tons.

## Four Best Manila Newspaper January Editorials

University Selection: Also the Best Among the Four

### NOT BAD—BUT IS IT CONSTITUTIONAL? (Herald: January 10)

The students of the University of the Philippines are satisfied with the style of uniform decided upon by the Student Council for adoption in the state university in the next college year; but the student-body, under the guidance of several professors, will bring the matter of law enforcement to the court to test the constitutionality of the act.

It seems that, while the student-body is satisfied with the law and the new uniform, they will refuse to wear it until the court declares that it is constitutional for them to be required to do so. So it is not a question of taste, but a matter of "Constitution."

This is to be expected from a center of learning like the University of the Philippines. Everything there must be done on an intellectual basis. The students are not a flock of sheep which can be driven to the fold blindly. They are not so meek that they will accept anything that is dished out to them. It would be a sad commentary upon their intellect were they to accept a law without protest as to its constitutionality. The people are satisfied that our tax-supported university has students who can look up to the "Constitution" as the source of individual rights.

But why not submit the question to Ben F. Wright, our best and highest authority on the constitutionality of laws?

—Best among the four.

### MORALITY

(Tribune: January 10)

Morality is an elastic word. What is moral to some may be immoral to others. It depends on one's training, education, traditions, and civilization. But there are certain tenets of morality that are universal. Honor, for example, is held in price by all nationalities. The man from the Fiji Islands may have a notion of what honor is different from the interpretation that is given it by the gentleman in the most approved cut-away in a Paris mansion, but the cannibal will adhere strictly to his concept of honor and risk his life to uphold it in the same manner that the civilized man will do everything to keep his honor unsullied. The difference lies in interpretation. Once the standard is established, it is closely followed.

In the Philippines, there may be divergence of opinion when it comes to drawing the demarcation line between what is moral and what is immoral. Our Oriental traditions have been somewhat upset by radical changes wrought by Occidental civilization. But public conscience has approved certain conventions that must be followed. The standard of what is moral and the judgment of what is immoral are left to public opinion which dictates that which should be upheld as deserving of emulation and that which should be condemned as degrading and unworthy.

If we are to have a country built on the permanent foundation of a moral citizenry, then let us adhere strictly to our standards of morality.

### MOVED BY EXPEDIENCY

(Bulletin: January 18)

After the storm is over in connection with the release of funds from the public works bill passed in the overtime hours (or days) of the recent session of the legislature the finger of censure remains fixed in its position pointing toward the legislative halls. Apparently considerations of expediency have moved the insular auditor and Washington officials to call off resistance to the release of funds without court action. But official sermonizing has been done to warn the legislature against repetitions of its embarrassing record of 1927.

The precedent of court decisions indicate that the law would have been upheld had the case come to an issue, but that would not erase

1. Not Bad—But Is It Constitutional?  
(Herald, January 10).—Selected by Mr. Marcial Lichauro.

2. Morality (Tribune, January 10).—Selected by Mr. Jesus Valenzuela.

3. Moved by Expediency (Bulletin, January 18).—Selected by Professor Vicente M. Hilario.

4. Mindanao (Times, January 11).—Selected by Professor Jamias.

Best of the month, from all four: Not Bad—But Is It Constitutional? (Herald, January 10).—Selected unanimously by the above four judges and Dr. G. P. Shannon.

Certified.

—G. P. Shannon.

the black spot from the Philippine law-making record. In fact any action in court would have focussed the lights upon the legislature's bungling. The 1927 session was deplorably bungled from the start to the finish—long after the time which should have been the finish.

Speculation on what transpired in Washington or between Washington and Manila to bring about the ban on the release of funds is futile, but it is known that the insular auditor now in Washington explained to the officials there what the situation was. It is certain he knew the official attitude before he ordered the withholding of appropriations. Also it is a safe guess that dispatches from the office of the governor general to Washington stressed the critical situation which would result here if funds should be withheld for an extended period. There were strenuous efforts to get the money loose. Expediency was foremost in the considerations.

But from this the legislature is not to assume that it can get away with such a policy year after year. It is not warranted in taking the decision to lift the ban and release funds as official endorsement of the course pursued in 1927.

An election campaign is getting into swing. Now is a most opportune time to give serious consideration to the conduct of those elected to legislative office, especially the ones elevated to places of leadership. The leaders are not only the men who preside in the chambers of the legislature, but also the heads of committees, the ones who have any responsible voice in shaping the program.

The last two sessions of the legislature have not showed forward progress in the mode of procedure in the passage of laws. The policy has come to be one of squandering time early and stealing time late. The people who choose lawmakers should know that and should remember it on election day.

### MINDANAO

(Times: January 11)

What the wild and woolly West was to the United States in the eighties, Mindanao is to the Philippines in the present. Next to Luzon, Mindanao is the largest of the islands in the archipelago, and, not excepting Luzon, is the richest in natural resources. Its forest and mineral products have been slightly touched, and the possibilities for their development and exploitation are tremendous. Its fertile lands for agriculture are vast, only the coastal portions being cultivated with large areas still awaiting the hand of man to make them yield the produce that is wanted.

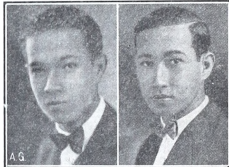
Any step that may be taken for the development of that island will be an incalculable contribution to the progress of the Philippines in general. The last Philippine legislature deserves

commendation for the efforts it put forth to investigate conditions there and for its appropriation of the necessary fund for the construction of a network of highways which will open up rich virgin regions and give impetus to trade and travel. Mindanao is one of the beauty spots of the Philippines and the construction of these roads will constitute a potent agency for the promotion of peace and will be an added attraction to tourists and homesteaders.

The non-Christian tribes bureau reports peace and order in Mindanao during last year. These will be greater peace and order after these roads are opened to traffic. Outlawry and restlessness will disappear for wherever roads are laid out, towns spring up along them and with the establishment of peaceful communities, agriculture and industries and trade are developed hand in hand. Mindanao will find its salvation in roads and schools. Let there be more of them in the years to come.

### Henry Musser: Oblitimer (concluded from page 9)

a hardware and merchandising entity of the Pacific Commercial company, as it has for many years. Henry M. Jones became Musser's partner, and Musser sold Jones his interest and went down into Davao to try his hand as a planter.



Henry and George Musser carry on their father's business.

After several years, he returned to Manila to open the plumbing business. Henry Musser, Flamingo and Contractor, wield his boys inherited and propose to carry on at the old stand, 662 Rizal avenue. They are fine manly boys, both devoted to their father, and both seemingly very capable and enterprising. Both were educated in Inglewood High School, Los Angeles, after attending the Central School in Manila. Henry took honors in athletics. George returned to Manila in 1925, prior to graduation, "because my father was growing old," he says, "and he wanted me to have some practical experience in the business before he died."

The Musser estate includes a large property in Pandacan, the family home. Mrs. Musser's maiden name was Hermogena de Jesus. It is a prominent Manila family. Mrs. Musser is a cousin of Dr. Paz Mendoza Guazon and Dr. Guazon, and similarly related to the Romualdez family.

It was in 1920 that Henry Musser had his second queer experience with his citizenship. It seems that he had been out here so long that some one questioned whether he was an American. He went back to the United States and traced his genealogy back to Dutch settlers in New York in 1612. His mother's family had settled in Virginia in 1791, succeeding generations moving westward. Musser found his mother's people living in Oklahoma. He himself was born in Richmond, Va., 1851. But the national border, receding ever westward, beckoned him on. Naturally he at last arrived in Manila, and when the flag came after, quickly decided to remain here. Pursuing his craft of master plumber, he lived the sturdy and busy life of the thrifty and useful citizen, and every acquaintance became a new friend.

His adventures, like the adventures of so many Manilans, have the color of romance. Of course it was gold that took him to Leadville, and the same lure took him to Alaska. He seems, however, not to have gone into the mines, but to have traded with the miners; and he obtained a mail contract and carried the mails by dog sledge between Juno and Nome. Kindly and generous and rugged, such was Henry Musser, our neighbor for nearly thirty years.

## The Month in Sports: Soup to Nuts

By CARROLL D. ALCOTT

There are tricks in almost every trade that the layman never knows about. He may get some sort of inkling of their existence but his knowledge of their character is usually vague.

In sports it is the little tricks that the grandstands and the gallery seldom notice that win games.

Knute Rockne, Notre Dame's famous football coach, starts his second very big game he plays, not because he particularly wants to give the second stringers a chance, but because of the psychological effect it has on the opposition. The fresh second string team, starting, of course, against a fresh team, puts up a good fight for a time. Knute jerks them when they start losing their punch and in goes the first team.

It is not hard to imagine the effect on the team in the field when Rockne's first line men leave the sidelines after finding the second string tough opposition. During the years when Nebraska and Notre Dame were on peaceful terms, the Huskers were the only aggregation not fazed by Knute's strategy and they broke even in victories with the powerful Hoosier eleven.

Red Grange, Illinois' galloping ghost and now a professional football star, was made by newspaper headlines. Before the start of the Nebraska-Illinois game five years ago, Grange was an unknown in the football world. By the time the Sunday papers had reached the street, Grange was the most feared half-back in the Big Ten. Grange made three sensational runs against the Huskers thanks to brilliant interference, and the *Chicago Tribune* announced the victory with a 72 point streamline *Grange Sprints to Fame*. Every other paper in the middle west carried similar headlines on the event.

The same day the writer witnessed a game between two small universities in South Dakota and watched a quarterback named Welch perform, against the toughest kind of opposition, in a manner that compared with what Grange had done. He made two long runs, netting one touchdown off the kickoff and then went Grange one better with a sensational display of forward passing to a younger brother who was co-starting with him. Both schools played good football and the fact that they were small had nothing to do with Welch's work. The opposition was tough.

Welch and his brother received a few lines in the local papers and only a few inches outside of the city for their running and passing. In a different setting, a big school for example, Welch would have been a big star, a Friedman, a Grange or a Kipke.

On the same day that Illinois scored its sensational victory over Nebraska and gave its Grange to the world, Nick Kutsch, playing with a small Catholic school, ran rough-shod over a school of the same size. The story was reported in only one newspaper. Two years later this same Kutsch, playing with Iowa University, demoralized Grange and the rest of the Illini. He beat Grange at the running game and went him one better by booting two 40 yard field goals at 45 degree angles.

The reports of Grange's big day at Nebraska were electrifying. Michigan took the field against the Illini. *Watch Grange!* was the word passed around the Wolverine squad room. Michigan watched Grange but failed to take notice of Britton and the rest of the Illini interference. It was a great victory for Grange and the press came in for a big share of the glory.

There is a certain golfer in the Philippines who has the bad habit of sneezing about once or twice during an 18 hole match. He sneezes

at most critical moments, when an opponent is half through with his swing or on the greens.

There is another who plays the municipal link who compliments an opponent when the latter is starting his swing. In his case complimenting the opposition wins his matches.

A Chicago professional won a \$5,000 side bet on a tournament match in the southeast three years ago by crawling up in the branches of a tree at the edge of the 18th green. He was one up on his opponent who was on the green in three, with only a two-foot putt to make. The Chicagoan had taken four to get on and his lie was 15 feet from the cup. He missed the hole by inches and then took to the branches of the tree unnoticed. The match was exciting and the gallery was too busy watching the play to take any notice of what the Chicagoan was doing. Just as his opponent was ready to start his shot, the man in the tree lost his balance, screamed and fell a distance of six or seven feet to the ground. His opponent drove the ball several feet off the green. It would have taken a mashie or niblick to get back on. It was a scurvy trick but none the less effective.

The so-called tricks of the trade were overdone in the Philippine Baseball League last month, and the completion of the January and start

of the February schedules saw the development of a nasty situation. Cavite has threatened to quit the league, all because a baserunner fooled a pitcher. Larry Doyle was ejected from a game because he emanated displeasure over an umpire's decision. Bernaldes, Meralco shortstop, won a game when, as a batsman, he rushed in front of the plate and announced in a loud voice that the pitcher had just delivered a balk. It looked like interference, but the umpire and the league ruled otherwise.

Bernaldes' action was so rotten it reeked, and he should have been ejected and suspended. A week previous, he chose a spot between third and second base to start a fight after interfering with a shortstop's efforts to field a ball, proving that there are a lot of tricks that could be left out.

Last month in the Manila sport world produced one outstanding achievement. Commander Charles Slayton, executive officer on the U. S. S. *Richmond*, magician and golfer, took only nine putts on the last nine holes of Fort McKinley's course, thereby establishing what is considered as a world's record.

The writer has searched all reference books and records that he has on hand but has failed to find where the nine consecutive putt mark has been touched. Several have made 14 putts on 18 holes but they were not consecutive and there were no nine in a row. There are two or three instances of men taking 11 putts on nine holes. Three years ago the writer witnessed Walter Hagan take only seven putts on as many greens. That feat furnished the sport scribes with good copy for several weeks. Certainly Commander Slayton's achievement is worthy of record.

The commander's achievement was made on Sunday, January 29, while playing in a foursome with Captain John C. Whitaker, of Manila, a McKinley officer, and a junior naval officer. The first round produced little more than ordinary golf. The second was a thrill from the start.

Slayton had but one easy putt on the round. That was on the 18th green. He made an excellent approach and dropped the ball within 15 inches of the pin. Ordinarily, the putt would have been conceded him, but not under those circumstances. He sank it after a full five minutes of walking around in a circle. It was a harder job to sink his 15 inch shot than any of the 15 to 20 yards putts he had made on the other greens.

The achievement is all the more remarkable because of the fact that Commander Slayton did not make any exceptional approaches. His driving was good on eight tees. He dubbed one shot.

After making four straight putts, all tough shots, the other members of the foursome cen-



Mrs. E. J. Nell, Winner of the Women's Golf Tournament

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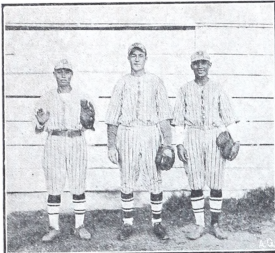
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Three McKinley Stars: Jacob, CF; Le Loup, P; Escamoc, C.—Leaders in their positions and high in the batting list.

tered their interest around the commander's putting. After he had sunk the fifth and sixth putts, their part in the golf match was practically forgotten. His seventh putt was sensational. It was over 20 yards. The excitement was at a high pitch on the eighth. The commander was visibly nervous and anticipated a break in his putting powers. He got by the eighth, and the ninth, as previously stated, was easy. "I wouldn't take a \$100 for the thrill of witnessing Slayton's performance", Captain Whitaker stated after the match was over. "It was worth all of that."

## Gun-Running In China: Its Principles

By ROBERT J. CASEY\*

Mukden, Manchuria, Nov. 7.—There is good money in filibustering if you can sell your product. And whatever the advantages of peace times, they furnish a very poor market for second-hand rifles.

The question of peace is, of course, an academic discussion. China is pretty old now and getting older every day, but not within the memory of the oldest inhabitant has there been any of this thing called peace that threatens so much peril to the arms market.

However, it is sometimes necessary to provide new markets for one's wares. It is a principle of gun-running, if gun-running may be said to have any principles, that when one army is completely equipped one must provide a new army that is not equipped. And through a strict adherence to this simple rule of the trade I. Namahashi, the eminent Japanese gun-runner, has made quite a nice thing out of his business.

Not once has Mr. Namahashi allowed sentiment to creep into his transactions with the factional chiefs of this fair land. And he has had plenty of cause to be thankful for his sturdy reluctance to let friendship, if any, interfere with the marking of his price tags.

Consider, for instance, the case of Chee Yuan-kai. Chee Yuan-kai was a lieutenant of Chang Tso-lin and, as such, was widely respected. In point of fame he was almost as great as the dictator he served. In fact, one of the few differences between him and his commander-in-chief was that the loot all went to Peking instead of to G. H. Q.

This, of course, did not seem fair, and he mentioned the situation to I. Namahashi. "I am just as good a general as Chang Tso-lin and I am sure that I would make just as good a dictator. I know seventy-five new and untried methods of levying taxes and I could get rich very speedily if I were allowed to put them into practice. But I certainly would be a fool to let what I know to this Chang. He would merely give me another medal or a silly citation and I should

Other events in Manila golf last month were many. Mrs. E. J. Nell defeated Mrs. E. F. Butler in the finals of the Women's Open Golf Championship Tournament, winning the title left vacant several months ago by Mrs. Merrill. P. B. Santos won the Yamato Trophy at the Wack Wack Golf Club after some heavy competition.

The Manila Golf Club team made a successful invasion of foreign shores, visiting Hongkong and returning home with a scalp. The Calococan stars, headed by J. R. H. Mason, defeated the Shanghai team in the 1928 interport matches after losing their first match to the Hongkong aggregation.

This month should produce some spectacular golf at Calococan, with the annual open championship of the Philippines on. Several new faces are on the entry list, while Larry Montes, the *muny* links caddy who created a stir last year, gets his second crack at the title.

In the boxing world, nothing of great importance happened in January. A sailor named Joe King made his appearance as a main event boy and kayced Plamas of Corregidor in the short space of 45 seconds, and then lost to Harry Wills in a fight that went the limit of 12 rounds. The other contests of the month were only mediocre.

The evening of February 4, Pete Sarmiento lost to Little Moro in the sixth round of a scheduled 12 round encounter. Sarmiento actually won the fight by a kayo. The blow, called a foul by the referee, was in reality a solar plexus punch well above the waistline. A body puncher of Sarmiento's type is out of luck in the Phil-

ippines. Every time he lands in an opponent's mid-section and the latter gets hurt, the crowd yells *fou!*. In these islands a boxer is not considered unless he throws his leather on a long range.

The remainder of the fights this month hold nothing much for the fans. Jimmy Hill, the worst fighter in the islands, is slated to fight Irineo Flores, while Louis Logan squares off with Celerino Garcia. The latter encounter may prove interesting.

Baseball was featured by the rise of the Eagles from last position in batting averages to the top spot. The All-American nine came out of its slump to hammer every pitcher in the league. They won the majority of their games



Manila's Babe Ruth, Luke Gage, Cavite CF, has no local rival at the bat.

by attenuation and the general himself found that he was open to attack at any moment. Under the circumstances there was only one thing to do. Gen. Chee also ran.

He got back to Mukden undetected and was contemplating himself on the narrowness of his escape when two of Gen. Chang's secret service operatives arrived to question him.

"A revolution?" he repeated. "Yes, I have just heard of it. I know what happened. This villain Namahashi has been tampering with some of my stupid lieutenants

Oh, Another and I am just at this moment going out to kill him and prove my undying loyalty to our tupan, Gen. Chang."

"It might be a good policy to do that at once, or else shoot yourself," admitted one of the detectives. So Gen. Chee picked up one of Mr. Namahashi's bargain rifles and set out to wipe out his disgrace, it any, by killing his corrupter.

He met Namahashi out in front of the railroad station and he fired a complete clip at him from a range of 100 feet. Mr. Namahashi looked pained, walked into the station and took a train for Antung.

"No use talking, you can't mix anything but business with business," Mr. Namahashi observed to the Japanese guard as the train pulled out. "Just think of what might have happened if I hadn't cut the corners a little and sold him paper bullets."

\*While Captain Robert J. Casey is on his Far Eastern trip, the Journal will frequently reprint his articles from the Chicago Daily News. His war diary *The Cannonners Have Heavy Guns*, is his latest book.—ED.

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## Providing Against Infirmary: Propitiating Fate

Earnest Elmo Calkins

The whole world has \* \* \* been thrilled in contemplating the feat of a gallant young American who flew alone in one continuous flight from New York to Paris. It was one of those happenings which make us proud of the human race. Each of us went about our tasks with a little more enthusiasm. The world where such things could happen was a pretty good place after all. Suppose it had been possible for Lindbergh to take off without publicity. Suppose for some unimaginable reason the newspapers did not consider the event news. Remember, the Wright brothers' first flight was not considered news. And so there would have been gathered together down there on Curtiss Field a little group of well-wishers, backers, and airmen. All that night, instead of hanging breathlessly on scraps of news while Lindbergh winged his way through night and silence, the civilized world would have gone about its appointed business, not knowing that a great event was in the making.

When Lindbergh reached Le Bourget what happened would have been something like what Lindbergh, with his innate modesty, imagined would happen. He would have landed in an empty field, watched by airmen and others who happened to be on the spot; he would have told them what he had done, and they would have been slow to believe him. He would have parked his plane, hunted up a mechanic, got a cab, and set off to Paris to present his letters of introduction and convince another thrilled group that he had really flown across the Atlantic.

What a loss that would have been to the known world! The feat would be just as fine, just as brave and skillful and wholly admirable, but no one would know it. We should lose all the thrill, the inspiration, the enhanced faith in humanity that the knowledge of it gave us—the take-off, the long night of anxious waiting, the safe arrival, the spontaneous reception; two whole hemispheres warmed and stirred and drawn together, not by what young Lindbergh did, but by the high privilege of knowing what he did, and sharing it. Most of the benefit of that flight would have been lost without publicity. It is not unknown good, but known good, that benefits the world. And so with insurance. The life companies have written \$11,000,000,000 new insurance in the last twelve months, and not one of us a whit wiser or better or more uplifted because of that fact. It all happened off stage. Yet the stories behind that vast gain would move and stir us, did we know them, as did Lindbergh's flight or the Mississippi flood.

If insurance were being presented constantly to all who can read, in terms of living, in terms of man's daily interests and dreams and ambitions and affections,—as one of the basic things of life, like getting on in the world, or marriage, or health, or recreation,—and especially if all the picturesque and entertaining stories which grow up around the practice of insurance were used, the sight of the word "insurance" in print would be the signal for such interesting and agreeable mental pictures as accompany the words "raise in salary," "home run," or "tax reduction."

Of things that are basic in us, resting on natural and primitive instincts, self-preservation and self-perpetuation have always been considered two great ones. Self-preservation includes everything from a pay envelope to dodging an automobile. Self-perpetuation includes not only the great function of bearing and raising children, but also every yearning for posthumous fame. The man who gives one hundred thousand dollars to found a public library is moved by practically the same motive as the man who brings up a fine family, though probably it is easier for many men to earn a hundred thousand dollars than to raise a fine family.

I have been reading an interesting book called *This Believing World*. It is a history of religion. It shows that fear is the origin of all religion. Primitive man found himself at the mercy of forces which he did not understand.

Rain, hail, lightning, flood, and fire snatched away his humble store of food, his flimsy hut, or his family. There seemed to be no reason for these happenings. He believed that they were caused by malignant spirits which were hostile to him. He tried to find some way to propitiate them. By charms, fetishes, totems, sacrifices, and rituals he endeavored to appease the enemies he believed lived in the forces of nature, and out of this fear of the unknown grew the first primitive religion. As man became more civilized and intelligent, and learned more about the world around him, his religion kept pace. He did not lose fear, but he became wiser about it; and when he was intelligent enough to know that religion had nothing to do with the forces of nature at work in the world, he invented insurance, the modern and scientific method of mitigating the slings and arrows of outrageous fortune.

Indeed, much of the world's folklore, Greek and older myths and legends, and many a fairy tale are based on an instinctive but blundering groping for insurance. Achilles' mother bathed him in the Styx to make him immune. How many legends rest on the idea of propitiation of some impending evil, or providing some armor or charm or rite to ward off the dangers surrounding the adventure of life! And what is insurance, all insurance, but preparation to mitigate the accidents of fate, to soften the blow, to render one's self, family, income, possessions, as safe as possible from what may happen?

Another human instinct out of which insurance grows is cooperation. Cooperation is the finest flower of civilization. When hundreds of thousands of people are washed out of their homes by the overflowing Mississippi the nation passes the hat and responds with millions to care for the refugees. This is spontaneous cooperation. But if every one of the dwellers in the lowlands bordering the Mississippi had been for years paying a small sum annually to insurance companies to provide against losses by flood, that would have been organized cooperation. Insurance is organized cooperation. It is a form of public utility.

The need of insurance is a basic need—primal, intuitive, fundamental. Self-preservation, yearning

for immortality, love of family, ambition, thrift, fear, the sad aftermath of war, the sustaining solidarity of cooperation, all demand and are to a great extent met and satisfied by some form of insurance.

Insurance runs up and down the whole gamut of human emotions, interwoven with all our hopes and fears, a human service if there ever



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was one. I am, I believe, what almost any life company would consider a good customer. Last year I paid to the largest company in the world premiums aggregating something over \$23,000.

The form of insurance of which I buy most is what is known as annuity. It is less popular in this country than in England, and there was little demand for it. But it fitted my peculiar needs, and the story of how I came to that conclusion is pertinent to this discussion. I am engaged in a race with deafness. I have been deaf all my life and am growing deaf as I grow older, facing the menace of diminished earning power. I desired to establish an income which would provide for me as long as I lived, and which would be outside of my control. If deafness interfered with contacts by which I earned my living, it would equally interfere with the intelligent investment of my own funds. Men learn about good investments from each other, often in casual conversation. A deaf man is dependent solely on himself. It seemed a great privilege that I could hire a competent organization to invest a certain portion of my savings and pay me a greater return on it than I could receive from other investments, however fortunate, at the risk of leaving in the company's hands all that I had not used before I died.

I have bought freedom from worry about ways and means for the rest of my natural life.

An organization, safeguarded by restraining laws, is bound by contract to pay me a certain stipulated amount as long as I shall need it. The other day I drew a check for \$16,012 and sent it to that company. It was quite an event in my economic life. It was the final payment on the largest of my annuities. I had been hard put to it at times to get together the money to meet the payments, but I had at last achieved this one ambition and had as far as was humanly possible propitiated one of the enemies of mankind. But while it was a red-letter day for me, it was just Tuesday at the insurance company's office. Promptly I received the standard receipt—a green slip, filled out by an adding machine. No human hand had touched it. No red and gold ink marked it as the special and final payment, the goal, the capstone, the *magna charta*

of my new liberty, the privilege of living free from at least one form of worry as long as life should last. I wrote for information. This was the final payment, was it not? And was my understanding of the policy the correct one? In two weeks came the reply. My understanding was correct. The payments would begin on such a date. Next! Just like that. It was as hospitable as lunching at an automat.

The story of my unusual annuities came to the attention of one of those exceptional insurance agents who are building up their business along lines of human relations. He asked me if I would write him a letter telling him the story I have told here, and allow him to use it as a means of interesting others in old-age insurance. I would and did. He tells me that my letter has been a great help to him; that through it he has sold a great deal of such insurance.

—Atlantic Monthly.

Mayor Tomás Earnshaw is reported to be suffering from eye trouble, making it difficult for him to attend to his duties; yet he goes ahead

with his theater plans, and tries in every way to put his announced program into effect.

M. H. O'Malley, president of the Philippine Trust Company, is quite ill, suffering from arthritis. The bank had an excellent year 1927. The report of the auditors, Clarke and Larkin, published in condensed form shows assets of ₱13,298,253, with deposits alone of ₱6,216,781.

The Bank of the Philippine Islands shared the general prosperity of 1927. A dividend of four per cent has been declared, with the consequence that the stock is again in demand and mounting toward par value. No dividends had been declared since 1923, but this bank has earned large profits for its shareholders since its organization under royal charter in 1851 as the first chartered bank in the Orient. The charter granted under the United States having been renewed by the Philippine legislature, the bank is preparing to publish an illustrated volume this year, covering its long history in the eastern financial world.

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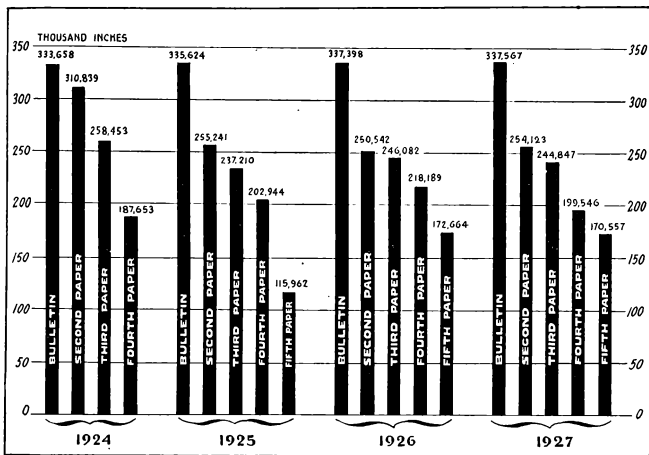
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1924 FOUR leading papers	1,090,603
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*And also for your Austin truck and Berliet, Bianchi,—Chrysler, Clayton, Ensign,—F.I.A.T.,—Kelly Springfield,—Lancia,—Napier,—Opel,—Packard, Pierce-Arrow,—Renault, Republic,—Star,—Thornycroft, Trojan,—Warwick, Watson, or White truck. This grade is also the ideal tractor oil for your Acme and or Avery, Austin,—Case, Chase, Clayton, Cletrac,—Eros,—F.I.A.T., Fordson,—Garner,—Hart-Parr, Holt,—Samson,—Titan, Twin City, and Simplex.*

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## Balboa to Goethals: History of the Panama Canal

From the inception of the realization that America was America, rather the Americas, a great new continent instead of a new-found shore of Asia, the notion of effecting inter-oceanic communication across some narrower portion of the new lands took hold of men's minds and commanded the attention of monarchs and their councils thereafter during hundreds of years. The Spanish conceived project after project, during the 16th, 17th and 18th centuries. On the other hand, William Paterson, the man principally identified with the founding of the Bank of England, secured parliamentary action and all but established an overland route across Darien, at the close of the 17th century. This was, of course, an act of the Scottish parliament, chartering the "Company of Scotland, Trading to Africa and the Indies," which was popularly known as the Darien Company.

This information and all that follows is from *The Pacific Ocean in History*, a volume of the papers read at the meeting of the American Historical Society in San Francisco in 1915, at the Panama-Pacific exposition celebrating the opening of the Panama canal, and the data are chiefly from the excellent historical review contributed to that occasion by Dr. Rudolph J. Tausig, of Harvard. Paterson was a man of such initiative and vision, attuned to practical enterprises, as would be expected to be met with in a founder of the Bank of England. He planned a British colony on the Atlantic side, another on the Pacific, with the overland route for goods and passengers maintained between them. In other words, he visioned in 1698 what America put into execution in the 1850's, under the exigency of the traffic to California.

He assured the British commercial world that the time and expense of navigation to and from the Far East would be cut in two by his project,

and trade doubled: "Trade will increase trade, and money will beget money, and the trading world shall need no more to want work for their hands, but will rather want hands for their work. Thus this door of the seas, and the key to the universe, with anything of a sort of reasonable management, will of course enable its proprietors to give laws to both oceans and to become the arbiters of the commercial world, without being liable to the fatigues, expenses and dangers, or contracting the guilt and blood, of Alexander and Caesar."

Preoccupation with wars was, no doubt, the reason why Britain never carried Paterson's project at Panama into effect. She intrigued, but nothing more.

Alexander von Humboldt listed nine several projects for uniting the oceans at Panama or along routes north and south of the isthmus, in his *Political Essay on the Kingdom of New Spain*. This caught the imagination of the German poet Goethe, who, predicting that with the development of the United States "new trading centers will spring up in the safe and roomy harbors on the Pacific coast (this in 1827), for developing commercial relations with China and the East Indies," said it would not only be desirable then, but also necessary, "that both merchant vessels and men of war should have a quicker connection between the Atlantic and the Pacific than is possible by a voyage around Cape Horn. I therefore repeat that it is absolutely necessary for the United States to build the interoceanic canal and I am sure that she will do so. . . . It would be worth while to bear life for fifty years longer for this purpose," that of seeing the canal undertaken and accomplished by the United States.

Either this demonstrates that there is some practical sense in some poets, or that in men of

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practical affairs there is some poetry.

When the Latin colonies in America created themselves into republics, in the first quarter of the 19th century, "they turned their attention to the construction of an interoceanic canal." Bolivar gathered a congress at Panama in 1826, where America sent commissioners, bearing this instruction from Henry Clay, secretary of state: "The benefits (of a canal) ought not to be exclusively appropriated to any one nation, but should be extended to all parts of the globe upon the payment of a just compensation or reasonable tolls."

The commissioners reached Panama after the congress, which never reassembled, had adjourned.

A senate resolution of 1835 authorized negotiations on the basis of Clay's principle, and a similar house resolution of 1839 is the first official suggestion that the canal be built by the United States.

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Maj. Gen. George W. Goethals.

1858-1928  
Builder, Panama Canal

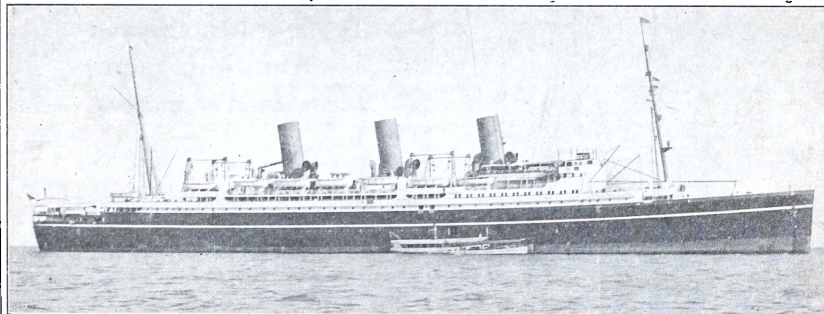
When Goethals took charge of the building of the canal appears elsewhere. He was born in Brooklyn, June 29, 1858, and is a shining example of the city chap who succeeds. First attending the College of the City of New York, he was graduated from West Point in 1880. He was, as a volunteer officer, chief of engineers, Spanish-American War, 1898, and was made a major in the engineering corps, U.S.A., 1900, rising by merit to his major-generalship, 1915. He was instructor in civil and military engineering at West Point after graduation until 1888, and then took charge of the Muscle Shoals canal construction on the Tennessee river. This prepared him for the Panama job, but in manifold other duties he proved his exceptional ability and personal initiative. He received the thanks of Congress "for distinguished service in constructing the Panama canal," and was made a D. S. J. man for "meritorious and conspicuous service" in reorganizing the quartermaster department during the Great War. He died three weeks ago, one of the greatest men of his age.

dictorily interpreted, and mutually vexatious." In such an instrument there was traced a joint and several jurisdiction and opportunity, of England and the United States, respecting canal projects; the United States had been impelled to such an agreement—infringing, as was pointed out by critics at the time, the Monroe doctrine—over England's establishment of a protectorate over the territory at the mouth of the San Juan river.

The treaty was a thorn in America's midriff until abrogated, December 16, 1901, by the Hay-Pauncefote treaty granting the United States the right to construct the canal and "the exclusive right of providing for the regulation and management of the canal." But as late as his message to congress of December 8, 1885, Cleveland had said "whatever highway may be constructed . . . must be for the world's benefit, a trust for mankind, to be removed from chance of domination by any single power, nor become a point of invitation for hostilities or a prize for warlike ambition." But how may Panama, any more than Constantinople, be free from the envy of the world, or the United States, as its custodian—as, indeed, the actual owner and sovereign of the canal and canal zone itself—be free from the necessity of being at all times prepared for its defense? Though he seemed to reiterate the Clayton-Bulwer treaty, still in force, the objective sought by Cleveland, except the United States become a belligerent, is most nearly secured under the terms finally effected.

The rush to California setting in in 1849 could not wait upon diplomats or hydraulic engineers. New York chartered a railroad company in 1850, which completed a line across Panama from ocean to ocean January 27, 1855, operating under a treaty between the United States and New Granada (of which state Colombia is the residuary legatee). The road cost \$8,000,000, and was profitable. Its trade, however, was only 1/15 with California, and 14/15 arose from commerce between England and the United States, and Central and South America. The treaty of Bogota, December 1846, was the diplomatic fabric, or at least a principal part of it,

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"Emp. Russia"	Mar. 3	Mar. 7	Mar. 10	Mar. 13	Mar. 16	Mar. 25
"Emp. Asia"	Mar. 24	Mar. 28	Mar. 31	Apr. 3	Apr. 6	Apr. 15
"Emp. Canada"	Apr. 14	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
"Emp. Russia"	May 5	May 9	May 12	May 15	May 18	May 27
"Emp. Asia"	May 26	May 30	June 2	June 5	June 8	June 17
"Emp. Canada"	June 17	June 20	June 23	June 26	June 29	July 8

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upon which Roosevelt finally rested the canal project. He and Hay utilized it to confound the efforts of Marouin, in his own person the Colombian government in 1902-04, to squeeze the United States.

With the Clayton-Bulwer treaty in view, the United States and England to extend their joint protection, in 1851 Dr. Edward Cullen recommended to Great Britain the construction of the Isthmian Ship Canal, utilizing the Savana river and, a tidewater project, shunting ships into the Atlantic from the Pacific at flood tide, and vice versa at ebb. The usual joint stock company with limited liability was formed, capital £15,000,000, the estimated cost of the canal being £7,000,000. Subsequent engineering investigations showed Cullen's plans to be unfeasible. He had left a mountain range out of account.

In 1866 the senate called for a navy report on all the canal projects, and Rear Admiral Davis furnished it. The United States also set to work to abrogate the Clayton-Bulwer treaty, Seward saying, as secretary of state, that the prospect of undertaking the building of a canal was imminent when the treaty was made, but that "at present there does not appear to be a likelihood of its being undertaken."

President Grant enunciated the doctrine of "an American canal under American control," and caused thorough surveys to be made of the various projects.

The conference on the subject of an interoceanic canal in Paris in 1879 resulted in the organization of a French construction company under the presidency of the famous builder of the Suez canal, Ferdinand de Lesseps. Again the United States was aroused, everyone concluding, with de Lesseps' name coupled with the business, that it would be speedily terminated, and President Hayes made occasion to say that "the policy of this country is a canal under American control." Garfield, succeeding Hayes, added his word: "It is the right and duty of the United States to assert and maintain such supervision and authority over any interoceanic canal across the isthmus as will protect our national

#### CHRONOLOGY

Canal treaty with Colombia signed Jan. 22, 1903; ratified by senate March 17, 1903; rejected by Colombia Aug. 17, 1903.  
 Revolution in Panama Nov. 3, 1903.  
 Canal treaty with Panama negotiated Nov. 18, 1903; ratified by republic of Panama Dec. 2, 1903; ratified by the United States senate Feb. 23, 1904.  
 Canal commissioners appointed Feb. 29, 1904. Papers transferring canal to the United States signed in Paris April 22, 1904.  
 Bill for government of Canal Zone passed by the senate April 15, 1904; passed by house April 21; approved April 26.  
 Canal property at Panama formally turned over to the United States commissioners May 4, 1904.  
 Work begun by Americans May 4, 1904.  
 President outlines rules for the government of the Canal Zone and war department takes charge of the work on May 9, 1904.  
 Gen. George W. Davis appointed first governor of Canal Zone May 9, 1904.  
 John F. Wallace appointed chief engineer May 10, 1904; resigned June 29, 1905.  
 Republic of Panama paid \$10,000,000 May 21, 1904.  
 First payment on \$40,000,000 to French company made May 24, 1904.  
 Lorin C. Collins appointed supreme court judge for Canal Zone June 17, 1905.  
 New commission with Theodore P. Shonts as chairman named April 3, 1905; Shonts resigned Mar 4, 1907.  
 John F. Stevens appointed chief engineer June 29, 1905; resigned Feb. 26, 1907.  
 Lieut.-Col. George W. Goethals appointed chief engineer Feb. 26, 1907.  
 Gatun dam finished June 14, 1913.  
 Dry excavation completed Sept. 10, 1913.  
 First vessel lifted through Gatun locks Sept. 26, 1913.  
 Gamboa dike blown up Oct. 10, 1913.  
 First vessel pass through Miraflores locks Oct. 14, 1913.  
 Permanent organization of canal administration in effect April 1, 1914; Col. George W. Goethals first governor; existence of isthmian canal commission ended.  
 First freight barges go through canal from ocean to ocean May 14, 1914.  
 First steamship (the Cristobal) passes through canal Aug. 15, 1914.  
 Canal opened for general traffic Aug. 15, 1914.  
 Canal blocked by slides September, 1915, to April, 1916.

interests." Blaine, his secretary of state, instructed America's European representatives to explain that this policy was in strict accordance with "principles long since enunciated by the highest authority of the government."

He referred to the Monroe doctrine.  
 Now it was that James B. Eads, builder of the wonder-working jetty at the mouth of the Mississippi, came forward with a project for railroadng full-laden ships across the isthmus of Tehuantepec; and, while nothing came of this, Mexico did grant the concession. (It should be mentioned that with Louis Napoleon's project, went 200,000 acres of land; a hint of the present canal zone).

The Universal Inter-Oceanic Canal Company headed by de Lesseps, was organized February 1, 1881, and commenced its work. The Panama route had been decided upon, and the cost of the canal estimated at \$132,000,000. It is amusing to read, in Willis Fletcher Johnson's *Four Centuries of the Panama Canal* (the author is a former editor of the *North American Review*), of the enormous schemes by which investors in the company—with which, so unfortunately, de Lesseps' name was connected,—were bilked out of their money. In 1888, after seven years, the company was bankrupt. It had spent \$400,000,000 and not half the work was completed. Reorganized in 1893, with \$180,000,000 more, the French company expected to complete the canal. Its work proceeded, always under the jealous eye of the United States.

And it soon had a rival in the Maritime Canal Company, taking up the Nicaragua project and beginning work at Greytown—old San Juan, renamed when England, under Palmerston's aggressive policy, practically resolved upon war, if necessary, to have the canal, and established her protectorate over "the king of the mosquito coast"—and spending all its capital, \$6,000,000, before the panic of 1893 made it impossible for the time being to raise any more money. The project might probably have been taken over by the American government, as was proposed, had the Spanish-American war not intervened.



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But it did, the Oregon made its spectacular voyage from San Francisco to the West Indies around South America under the command of *Fighting Bob Evans*, and the public demand for a canal was renewed with a persistency that would not down. McKinley appointed a commission, in 1899 which recommended the Nicaragua route because, while the Panama route seemed to be cheaper, "the Colombian government is not free to grant the necessary rights to the United States, except upon condition that an agreement be reached with the New Panama Canal Company." The commission believed that no such agreement could be effected, the company holding out for \$109,000,000 (on its outlay of more than \$400,000,000) and the commission's idea being \$40,000,000. When the company came to the commission's figures, the commission changed its recommendations from Nicaragua to Panama.

The Spooner bill of 1902 then authorized the president, Roosevelt, to purchase the rights of the French company and to proceed with the work at Panama, under certain conditions to be granted by Colombia—in which government, succeeding New Granada, Panama was a political entity with the right of secession. Such had been the stipulation with New Granada, and it resulted in the building of the canal by the United States. With the canal a *fait accompli*, speaking to the historical society at San Francisco, Roosevelt said "it is a mistake for any person privately, or for all persons publicly, to hire me to do anything unless they want it done."

We observe that talk of building the canal, by the United States, had been going on for 75 years; Roosevelt proposed to change discussion into accomplishment. Not Colombia, but Colombia's dictator, Maroquin, stood in his way, Panama being then still under Colombia, from her provisionary union with New Granada. Maroquin had begun as vice president, but achieved the presidency by jailing the elected incumbent; and when he had done this he procured the congress. So situated, he was treated with: for \$10,000,000 the United States was to acquire the canal rights, when, with not more than \$100,000,000, the French company's rights were purchased. The agreement effected with the French company, Maroquin developed scruples, and convened the Colombian congress, which held null the extension of the company's rights, for ten years, which otherwise would have expired in 1904, and null also Maroquin's agreement to grant the United States canal rights for \$10,000,000.

Roosevelt says that the American minister, Baupre, learned that to assuage the scruples of Colombia he would require another \$10,000,000. Roosevelt himself went on the war path, as was natural with him, and Hay went into the records once more. As to the United States, Hay found that its covenant with New Granada bound it only to protect the canal zone from any assault from without, which covenant he held to run with the land, not with succeeding governments as they might legally or arbitrarily be established; and that the covenant did not extend to suppression of revolutions. As to Panama, Hay reread the terms upon which it had originally united with New Granada, and its subsequent history, culminating in what Roosevelt describes as its seizure by Colombia "without regard to the articles in the treaty under which it had joined." In Panama, too, Roosevelt discerned a dozen revolutions brewing. Roosevelt says anyone falsifies the terms that he formed a canal revolution. From army officers sent to find out the facts, he learned that a revolution would occur in Panama if the Colombian congress adjourned (in November, 1903) without ratifying the treaty Maroquin had made with the United States—for it was now clear that either Nicaragua or Panama was to get a canal and the one which was not was to be kept alive for the good reason that he formed a canal revolution, therefore, Roosevelt merely let one brew; and when Panama had thus asserted her privilege to secede, Roosevelt made terms with her and started the steam-shovels to working. He paid the French company \$40,000,000—"We drove, as was our duty, a hard bargain with

#### LABOR FORCE

The actual working force on the canal averages about 12,000, of whom nearly three-fourths are colored or "half-breed" employees. The Panama canal completed twelve years of operation at the close of business on Aug. 14, 1921, having in operation a connecting operation Aug. 15, 1914. During the twelve years of operation 35,560 foreign vessels transited the canal on which tolls aggregating \$14,707,734.55 were collected. Approximately 70 per cent of the total transits and 76 per cent of the total tolls collection have occurred during the last six years of operation.

#### PANAMA CANAL TOLLS

Merchant vessels carrying passengers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity. . . . \$1.20  
 Warships, gunboats, torpedo boats, destroyers or cargo, per net vessel ton (each 100 cubic feet) of actual earning capacity. . . . .71  
 Navy vessels, lighter than gunboats, colliers, hospital ships and supply ships, per displacement ton. . . . .50  
 Army and navy transports, colliers, hospital ships and supply ships, the vessel to be measured by the same rules as are employed in determining the net tonnage of merchant vessels. . . . .1.20  
 Tolls may not exceed the equivalent of \$12.25 per net registered ton as determined by United States rules of measurement, nor be less than the equivalent of 75 cents per net registered ton.

them," he says—"for work done, of the actual value of about \$70,000,000," and of a little machinery." He adds: "It was of vital importance to Panama that the canal should be built. It quadrupled, quintupled, multiplied many times over the value of the isthmus to the people as a whole, and to each individual thereof. . . . There is not one action of the American government, in connection with foreign affairs, from the day when the Constitution was adopted down to the present time, so important as the action taken by this government in connection with the acquisition and the building of the Panama canal."

But Roosevelt's interest in the canal did not date merely from his advent in the White House. While he was yet governor of New York he had denounced the original draft of the Hay-Pauncefote treaty. The virility of his eloquence before the historical society on this point is worth marking: "The first draft of the Hay-Pauncefote treaty did not vest full power in the United States over the canal. (It) provided in effect that the canal should be under the joint control, not only of the United States and Great Britain, but also of France and Germany. Imagine! Imagine the pleasure of administering a canal under such a combination during the past year (1914); and yet all the pacifists, all the peace-at-any-price people, all the 'old women' of both sexes, prattled and screamed in favor of our adopting such a policy, apparently on the ground that, as it was going to be bad for ourselves it might be good for somebody else. . . . The treaty that was adopted shortly after I became president contained the two provisions for which I had asked. . . . In the treaty itself it was made our duty to police the canal, and by an interchange of notes immediately afterwards the construction was explicitly put upon the treaty that we were at liberty to fortify it and England and France and Germany were all eliminated from the control of the canal, and that is why the canal has been at peace."

#### PANAMA RAILROAD

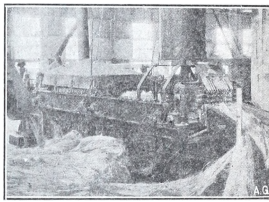
The Panama railroad, which the steamships run in connection with it between the New York and Colon are owned and operated by the United States government. The road virtually parallels the canal nearly the whole distance. It is forty-six and a half miles long and runs between the cities of Colon and Panama.

#### CANAL ZONE

The Canal Zone contains about 436 square miles, of which 224 are under the management of 27,143. It begins at a point three marine miles from mean low water mark in each ocean and extends for a distance of 50 miles along the center line of the route of the canal. It includes the group of islands in the Bay of Panama, named Colon, and the islands of Santa Catalina. The cities of Panama and Colon are excluded from the zone, but the United States has the right to enforce sanitary ordinances and to establish a public order there in case the republic of Panama should not be able to do so.

#### CANAL STATISTICS (OFFICIAL)

Length from deep water to deep water—50.5 miles.  
 Length on land—40.5 miles.  
 Length at summit level—31.7 miles.  
 Bottom width of channel—Maximum, 1,000 feet; minimum (in Gaillard cut), 300 feet.  
 Depth—Minimum, 41 feet; maximum, 45 feet.  
 Summit level—85 feet above mean tide.  
 Locks in pairs—12.  
 Locks, usable length—1,000 feet.  
 Gatun lake, depth—85 to 45 feet.  
 Gatun lake, area—164 square miles.  
 Locks, usable width—112 feet.  
 Concrete required—5,000,000 cubic yards.  
 Time of transit through canal—10 to 12 hours.  
 Time of passage through locks—3 hours.  
 Length of relocated Panama railroad—46.2 miles.  
 Canal Zone area—About 448 square miles.  
 Canal Zone area owned by United States—About 372 square miles.  
 French buildings acquired—2,150.  
 French buildings used—1,537.  
 Value of utilized French equipment—\$1,000,000.  
 Cubic yards excavated by French—108,046,060.  
 Cubic yards excavated by Americans—250,000,000.  
 Canal force, average employed—About 39,000.  
 Approximate cost of construction—\$375,000,000.



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#### CANAL TRAFFIC BY YEARS

A summary of the commercial traffic through the canal in 1925, as compared with other calendar years, is given in the following table:

Year	Tonnage	Tolls	Charge
1914*	350	1,284,293	\$1,508,237.56
1915*	1,154	3,902,592	4,297,467.11
1916*	1,217	3,817,704	3,671,162.68
1917	1,960	6,217,052	6,187,696.63
1918	3,010	6,409,886	6,315,659.69
1919	2,130	6,943,487	6,973,095.30
1920	2,814	10,378,265	10,295,362.21
1921	2,783	11,435,811	11,251,998.80
1922	2,997	12,992,573	12,573,407.37
1923	5,207	24,737,437	25,966,838.18
1924	9,023	24,411,760	25,000,416.34
1925	9,774	22,958,158	21,380,759.70
Grand total.	32,179	135,478,437	130,162,497.67

\* Canal opened to traffic Aug. 15, 1914.  
 † Canal closed approximately three months by slides.





to see that I can grow sugar cane and make money. But it has taken a lot of hard work and time to get the original money back.

For those who care to enter into the cane growing business, I advise the following rules, which are very simple:

House your laborers well.

Pay them weekly.

Keep medicine at hand.

Keep animals under cover at night, and have plenty of fresh water for them to drink at all times.

Prepare all fields for planting until a perfect seed bed is ready, as a great saving will result in further weed-control.

Cultivation with animal plows, only done to control weeds and hill up the cane to prevent it from blowing over.

Destroy all diseased cane.

The same plowman should be kept in charge of the same animal.

Burn the fields over after cutting, and as soon after as possible.

Ratoon no fields infested with *bucan* or any other cane disease.

When buying portable track, buy 16-lb. rails as the yearly up-keep will be less and very few cars will be derailed during the harvesting operations.

Pay not over 28 centavos per picul in bringing the cane to the loading station, and even less if the distance is short.

Pay about 40 centavos per picul for cutting, and less if the cane runs more than 100 piculs per hectare.

Twenty centavos per ton is sufficient to load a ton of cane at the loading station into central's cars.

Apply one-third ton fertilizer per hectare and do so as soon as possible after planting, or after commencing ratoons. Cover same by turning a furrow, if you expect rain. Apply by spreading about the entire young shoots, but not on leaves.

The average wage for daily work is 80 centavos per day, and even less if the week is not completed. However, contract men average over a peso per day.

A *cabo* should receive ₱30 to ₱40 monthly, an *encargado* ₱80 to ₱100, depending upon the number of years of service.

Last, but very important, sell your sugar as you make it and accept the general average for the year as your price.

For the benefit of readers not familiar with Spanish plantation terminology as in general use in the Philippines, it is believed that Mr. Cooper's term *cabo* may be quite accurately translated *gang boss*, and *encargado* as a man having direct and general charge of a particular job, such as the railway or the cane-cutting. *Contract men* work on the popular *patio* plan, a flat price for the job, as for plowing a field or planting it.—E.D.

### YEARSLEY GOES WEST

A. W. Bert Yearsley succumbed to a heart attack at his home in Caloocan Sunday morning, January 29, aged 51. He was one of the best known Americans in the islands, and a member of the chamber of commerce. Funeral services were held Tuesday, January 31, the Fraternal Order of Eagles participating. Yearsley was active in Eagle circles. He was also a Mason, a member of the South African lodge. Coming from Brooklyn, he had been 27 years in the Philippines, always in the amusement business. He opened the oldtime Majestic theater, and was the original proprietor of the famous Silver Dollar Bar on Plaza Santa Cruz and the Escotta, with *cartwheels* at the corners of the tiles in the floor and imbedded thickly in the bar. More recently and for many years he has operated Lerma Cabaret in Caloocan, of which he became the proprietor, and he was preparing to open Lerma Athletic Stadium when he died. He also had plantation interests in Cotabato which he was developing. Mrs. Ruby Yearsley, appointed administratrix of the estate, and their son, Edward, six years old, survive; also Robert John Yearsley, a brother associated with Yearsley in business, and their sister, in Detroit. The *Journal* extends its sympathies to the bereaved family. Mrs. Yearsley has announced her intention of carrying on everything as had been planned by her husband. Bert was liberal-hearted and endowed with unflinching courage,

a man of many friends. His ashes rest in the family plot in the Cementerio del Norte. His demit came from Africa on the day of his funeral. His masonic apron was placed in the urn with his ashes.

### CHINESE LEADERS VISIT HERE

Two weeks ago several of the most prominent nationalists of China visited Manila: Dr. C. C. Wu, Sun Fo, and Hu Han Min. They are on a world mission in behalf of treaty revisions and were accorded a grand welcome in this city, where their countrymen's interests are so important.

Trinidad Tecson, heroine of the Philippine insurrection, died two weeks ago, of old age. She is honored as the organizer of the Philippine Red Cross at San Miguel de Mayumo, but she took part in many engagements and was several times wounded in action.

Dispatches of January 28 brought the news of the death of the celebrated Spanish author, Blasco Ibañez, in exile at Mentone, France, and very fittingly the newspapers were filled with biographies and eulogies of Spain's great son. Though his shelf is a long one, it is for the *Four Horsemen of the Apocalypse* that he will be remembered, like Hugo for *Les Misérables*, like Cervantes for *Don Quixote*, and like his contemporary, Reynmont, for the *Peasants*. He had chosen exile rather than submit to Rivero.

The Manila Gas Corporation added ₱280,000 to its investment last year, bringing it up to ₱7,580,000. The production of gas, 10,345,610 meters, was 741,260 over 1927, while 1600 new patrons were obtained, making 13,695 altogether. The efficiency of the plant is remarkable too, losses of gas being a fraction of the average loss in the United States. The company proposes, whenever its net earnings warrant, to lower its rates.

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## Franciscans in Rizal and Laguna: Mahayhay Bridge

Capricious Engineering: Seventh Paper, Mission Trail Series

This month's excursion with the Franciscan fathers, through more of their old mission towns, will be as pleasant as the others: around *Laguna de Bay*, over excellent motor roads, and past the varying scenes of valley and hill land. It is Tagalog country, very old in history; there are unmistakable traces of Malayan civilization dating back some 10,000 years. On this point the *Journal* will comment some time with more thoroughness. The friars, upon converting the people, increased the size of the villages, often uniting several into one. Then, too, Spain's monarchs gave lands, and assigned the inhabitants thereof, to gentlemen who served them, and on these grants, called *encomiendas*, which were also given to the church for special purposes, churches were built and villages founded.

A number of such grants are now districts of Manila, as Mayhaligue, or the San Lazaro estate. Pasay, as has been mentioned in an earlier chapter in this series, was an Augustinian *encomienda*. Chiefs, where found, were commonly left in places of authority over their subjects, under the sovereignty of Spain, and the old order of community affairs was not radically changed. There is no record, however, where the native population declined under the new order, but there were other places where it was stimulated to abundant growth. The purpose of the new order was, according to the light of that age, nobly benevolent. That in practice it was beneficent is attested by the fact that it endured and waxed strong, with that generally cordial popular support evidenced in the navies, the people built and manned for Spain, and the ardor never quenched in their souls for the towns and hamlets under the bells of the scattered missions.

*Morong*, now Rizal, was made a political district February 23, 1853, "with a part of the territory of Manila and a part of that of Laguna." Now a province, it includes the towns of the northern border of the lake as far as Talim island. Fray Juan de la Plascencia and Fray Diego de Oropesa performed the first baptisms in the town of Morong in 1578, and Fray Blas de la Madre de Dios was the first parish priest there. The patron saint, San Geronimo; the original church and much of the town burned down in 1612, and in 1615 the present edifice was completed by the Chinese master craftsman who built it.

*Pillilla*. Until 1583 a district of Morong comprising five rancherías, and in that year made a pueblo. Fray Pedro de Cañizares began the present church in 1670 and completed it in 1673, with gifts asked from the people. In 1848 Fray José de Guadaluaga renewed the altars. Other stone churches, of 1599 and 1668, were burned.

*Tanay*. On Tanay mountain, separated from Pillilla and made a pueblo in 1606; moved from the original site in 1620, and to the present site in 1640. "One hundred forty-eight priests have administered this town since its foundation, the first being Fray Pedro de Talavera." Patron saint, San Ildefonso. The image of the Immaculate Conception is very venerated, being a relic of Juan de Salcedo's military conquest of this region in 1572. Left behind, Plascencia and Oropesa found the natives worshipping it ignorantly, and when a church was built, only to become a victim of the flames, this image was all the little congregation could save. Many of the Chinese of the Parian in Manila, frightened into desperate rebellion in 1639, fled into the mountains of this region; and under the leadership of the parish priest, Fray Gerónimo de Ferra, the people hid this image from them. But three of them discovered it. One rent the crown with his cutlass, the second gave it a blow, and the third, horrified at their conduct, struck them both dead.

The people's veneration of the image was now greater than ever, and they willingly lent

their services to the building of a church and *convento* of stone, completed in 1680. In 1773, Fray Ildefonso Fontanes, then the parish priest, tore down the old church and *convento* and began the present structures, with but P39.25 in hand for the work; yet in 1783 the work had been completed, from alms collected in Majajay and Manila. Fray Antonio Santiago repaired the parochial house in 1851.

*Barás*. Founded 1595, transferred to the Jesuits in 1616 (the church being burned by *montescos* in 1635), transferred back to the Franciscans in 1679. The site has twice been changed, for greater safety, once under the Jesuits in 1635 and once under the Franciscans in 1682. Patron saint, Santiago; naturally, because of the hostilities constantly engaged in to maintain the Christian settlement. "In 1682 the stone church was commenced which still exists, under Fray Pedro Tomeu, and completed under Fray Antonio de la Concepción in 1686, who dedicated it to the glorious San José. In 1849 it was repaired, painted and fitted with seats by its zealous pastor, Fray Tomás de Sisante." A bridge of a single arch, in one of the six original streets of this town, was built by Fray Felipe de la Parilla in 1728 and was still standing and in use when Huerta wrote in 1863. (Our quotations and all our data are from Father Huerta.) "In the baptistry of this church is conserved a piece of the first cross raised by our missionaries on the original site of this town. The relic is greatly venerated by the faithful, because of the miracles they have witnessed in it—which are omitted, however, since they have not been judicially verified."

*Binangonan*. Separated from Morong in 1621; first priest, Fray Matias Argete; exchanged with the Jesuits for Barás in 1679; ceded by the Jesuits to the Augustinians in 1697; returned to the Franciscans, the founders, in 1737, together with the *visita* of Angono, when Fray Blas de San Diego was assigned as priest. Patron, Sta. Ursula. Church begun in 1792 by Fray Bernardo de Perdigon (afterward bishop of Nueva Cáceres, the Bikol region), and completed in 1800 by Fray Fermín Revilla. Church and *convento* given general repairs in 1853 by Fray Francisco de Paula Gonzalez.

*Pila*. (Villa de Pila.) "This villa was founded in 1578 by Fray Juan de la Plascencia

and Fray Diego de Oropesa and was the principal residence of the latter, who however did not cease to evangelize the coasts and mountains of Laguna de Bay until his zeal penetrated the province of Tayabas." Patron, San Antonio de Padua. First stone church, 1599, destroyed in 1800 when the site was changed and the present church built.

*Lumbang*. Founded by Plascencia and Oropesa in 1578 and celebrated as the residence of the former during his mission life. Made a pueblo in 1590. Patron, San Francisco. First church burned; 1586. Preoccupied with his mission work and constantly on the mountain trails, Plascencia got Governor Santiago de Vera to appoint a lieutenant solely for the building of the stone church, and a native *principal*, one Burlon, was appointed in 1589, who built and completed the first masonry church the Franciscans had in the islands; and this church, in 1600 and for years afterward, was the only one outside Manila "where there was permanently conserved the august and divine sacrament of the Eucharist, which function was celebrated with such solemnity that it will not have had its equal in the archipelago."

Gold and gems and precious stones, loaned from the neighboring parishes of Majajay, Lilio and Nagcarlang, for the adornment of the images in the procession, bulked more than seven *arobas*; and one triumphal car of such gigantic size as to require 26 wheels to support it, was covered over with gems of extreme value. The standards of 20 pueblos heralded the procession. Forty-four priests participated. In 1600, October 9, out yonder in the hills of Lumbang! Such a spectacle, such solemnity! So that it is little wonder after all that the people gathered round the cross and welcomed the new-built shrines. Three days, three nights, with music, chants, prayers and sermons, the gala festival continued, and was the wonder thereof of a century.

*Majajay*. Tagalog, and preferable, *Mahayhay*. Full ancient name of the site, *Ilayan-Mahayhay*. The natives of the northwest coast of Laguna de Bay gave Salcedo little resistance, and his troops, when peace had been arranged, planted the cross in 1571 on the banks of May-it river, where Plascencia and Oropesa found the natives venerating the emblem in 1578. The first priest, Fray Antonio de Nombela, was assigned in 1594, and when the church he built burned down in 1602, the site of the settlement was changed to Mahayhay. The first church, built by the natives around the cross Salcedo's men planted, burned in 1576.

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Four stone churches (of course with timber dimensions and thatch roofs) burned between 1599 and 1711, when the one now standing was begun, to be completed in 1730, by Fray Jose de Puertollano, at a cost of \$26,000. This church is surely one of the best and strongest in the islands." Patron, San Gregorio Magno, Patron of the chapel in the barrio of Ilayan-Mahayhay, N. S. de la Porteria, "whose image is a crayon of considerable merit, brought to these islands from Madrid in 1759 by one of the missions and originally placed, in 1760, in a stone building then serving as the *tribunal*, where the annual fiesta is still celebrated."

The friars knew how to establish precedents certain to become traditions, and how to preserve them. How naturally they themselves would cling to these traditions, how impossible it would be, as indeed the event proved, for them to behold a new age dawning.

But the most remarkable relic in Mahayhay, for the worldly eye, is the quaint bridge built in 1851 by Fray Victorino del Moral, "of pure cement." This bridge has a single arch 52 feet high and 48 feet wide, and if recent engineering hasn't blasted it loose from its foundations, it is standing as staunch as it was the day Father Victorino proffered it to the government.

But the chief architect of the then insular government would have nothing to do with the bridge, in which he said the recognized principles of bridge building had not been followed—not any of them—and so he concluded the bridge was unsafe. But the earthquake of September 16, 1852, came, and left the bridge unscathed, as did that of June 3, 1863, which ruined Manila and damaged or destroyed many of the solidest structures, even in the walled city. And the terrific floods that plunge down Banahaw's giant slopes poured under the bridge, great ones dashing against it even before it had thoroughly set, yet the bridge stood—"the caprice of Father del Moral," as it was called.

In fact, it is not hard to see that by this time there was a lot of young blades in the government, disdainful of the simple friars as old fogies and know-nothings. Father Huerta, commenting on the incident, makes the Mahayhay bridge say this to future generations:

"I was constructed in the year 1851 by a Franciscan friar *without principles*. Know that the principles applied in my construction were capricious, and more capricious than all, the audacity of building me without expending a single *maravedi*, and bringing such a purpose to a successful conclusion!" And it may well be, as it might be in our own times, that the most illogical feature of this bridge was that it wasn't in the budget and had not taken a centavo of the people's taxes. This may have been the learned architect's main dissent. "This bridge is found spanning the Holla river, west-north-west of the town. Its arch, including the pillars, measures ninety feet, without there having been utilized for its colossal fabric (to hold and form the cement) other materials than rattan, bamboo, coconut and betel-nut trunks. All that is wanting is two modest arches at the ends, to divide the great weight which the terraplain would otherwise thrust upon the pillars supporting the main arch."

Mahayhay falls are magnificent, quite the equal of Pagsanjan, people say.

"The long veils commonly worn by Philippine women when attending church, were introduced in Mahayhay in 1594 by Fray Antonio de Nombela, and from this the custom extended throughout the islands."

#### THE SCUTTLEBUTT

It takes a lot of time to be sentimental. Nobody ever thought anything out in a shower bath.

There is a pharmacist's mate at the Hospital so stingy he won't even wind his watch.

There is not much comfort in life until one is old enough to have the courage of his cussedness.

The short skirts of today reveal the malnutrition of yesterday.

"It ought to be easy for me to get a lot of money," said Mac Robillard, "everybody gets mine easily."

All the best people come from somewhere.

The brighter you are the more you have to learn.

Pleasure is more trouble than trouble.

We make most of our mistakes when we are optimistic.

"I don't want to expose myself to anything except the company manners of anybody" was the reason a certain young man gave for not marrying.

There's one thing about baldness: it's neat.

Going to college is the easiest way some folks ever found to make a living.

Most men resent life and most of them take their resentment out on their stomachs.

In speaking of short skirts, an eastern reformer characterized them as immodest as piano lamps.

The chief trouble with jazz is there is not

enough of it; some of it we have to listen to twice.

All beaches should be closed in the summer.

Mail carriers are said to be our most healthy class. This is perhaps because they don't spend their vacations sitting around.

What is home without a hot water bottle.

Some persons are so ceremonious they can make a speech out of calling their floor in an elevator.

There are 35,000,000 strangers in the world, of all of whom it is comparatively easy to be a nice.

Sophistication: Knowing enough to keep your feet out of the crack of the theatre seat in front of you.

There is a great need for a sufermeter—an instrument to show others we have been through more than they.—*Bamboo Breezes*, Cavite Naval Station.



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## Legend of the Four-Faced Towers of Angkor

From Angkor:

By P. JEANNERAT BEERSKI

Brahma once upon a time was deeply plunged in meditation, motionless, mumbling his prayers with lips parted and downcast eyes. \* \* \* all his thoughts were in a land of ideals and virtue, his soul had altogether departed from all care as a fierce belle. \* \* \* his smile was gentle, his eye lashes cast long shadows over his cheeks, his ears were shut to all outward noises, his lids lowered to all outside spectacles. \* \* \* What greatness there was in this figure, silent and cold as stone, yet full of the highest thoughts and of the greatest conceptions. It seemed that nothing could stop for an instant the flight of his soul upon the path of virtue and inner happiness.

It was rare that man, genie or god could find pleasure in the utmost purity; it was rare that man, genie or god discovered that the greatest joy resided in moral meditation. Yet Brahma was no doubt the most enviable of beings as he sat praying, holding between his fingers the beads of an amber rosary. First men stopped to watch him, stood still for a long time, then went away marveling at the strength of the god, who had then only one face, like two eyes, two ears, two nostrils and one mouth had so far been quite sufficient for all his wants. Later on animals, reassured by the immobility of this strange being, sniffed at his clothes, turned around him; a jackal even bit his toes, but with no effect; a tiger roared just behind his back; an eagle landed on his crown; lizards crawled over his arms, and a woodpecker, believing him to be nothing but a log, tapped on his chin to see fell whether or caterpillar would emerge from the nape of his neck; butterflies fluttered near his ears, and a field mouse began to build a nest in his lap. But Brahma did not stir; his skin had not the slightest quiver; his thoughts did not wander for one moment from his prayers; for you must, according to religious laws, stay motionless whilst meditating.

The god's position had remained unchanged for hours, and then for days, and then for months; his hair had grown long, and his nails were crooked like claws; he seemed roared, and, whether under rain or sunshine, his limbs and body did not show uneasiness; during the greatest storms his head did not stoop, when the thickest oaks had to acknowledge the power of the Marus with bows, or else fall, broken at their base.

For how long would he have crouched imbued in prayer no one could tell, as he did not betray the least weariness.

Winter had come, and on the field where Brahma sat, at the foot of the Himalayas, snow fell abundantly and covered the grass, the branches and the god with a mantle of shining white. \* \* \* yet not a shiver ran through his veins, not a shudder told that he felt the biting cold. Gradually as the flakes fell thicker and thicker not a thing in all the region kept its natural color; the snow every time from the brightest blue to the most violent red, from jet black to gaudy orange, lost its peculiar appearance; each one blended like the colors of the spectrum into white, the most dazzling, the purest white. Animals themselves, or at least those that remained, took the virginal hue and the hair of foxes and ermine, the feathers of some birds were blanketed, and all was white; even the dark leafage of pines had to become white; its gloomy green; the few flowers that could grow in this temperature were white; the sky, the earth were white; water had turned into ice. \* \* \* and the curious effect of all this whiteness was that nothing seemed to possess shape, nothing could be distinguished from the rest, and indeed soon nothing seemed to exist. Brahma opened his eyes and saw nothing. As the pure ice under his gaze did not disturb to his prayers he did not close them again. He looked, but he could believe that he was in a cloud or a fog, as neither men nor beasts nor objects stood out from the white glow.

It was at this time that Tilottama, stepping over the frozen earth, discerned her god, deeply

thinking under ice and snow. But she was also robed in white, a mantle of white silk on her head, a shawl of white cashmere on her shoulders, and Brahma did not see her more than the whitened trees, or the whitened mountains and streams. She seemed to be an uncoiled, ephemeral spirit walking on an unsoiled ephemeral plane. She, and the hills, and the woods, and the plains around her were invisible to any eyes, and the motionless god remained undisturbed. The girl at last stood still before him, then slowly took off her veils and garments. As she unfastened a buckle of ivory, her robes fell suddenly to the ground and revealed to the eyes of Brahma a dream in flesh, a hope realized, an inexplicable incarnation of the utmost loveliness. At first, dazzled by the eternal white rays, he merely noticed a blur, a spot of darkness rising from the snow; then he saw the most beautiful woman, and, however intent he had been on thoughts of righteousness, he could not take his gaze away from the charming form. All his ideas of meditation flew away from his brain like a troop of unpleasants, crowd; but he had just recommenced a new intention when he wanted to stay motionless, according to law, till he had finished hymns and religious songs.

Tilottama was standing as an idol of burnished gold, for her skin had that delightful dark hue which at first attracted the notice of the god. Indeed it could be understood why Brahma had forgotten his ideals of thought when he saw the ideal of flesh. The features of the girl had been created in the rarest mould; a mouth as bright and fresh as a lotus bud besprikled with dew; cheeks full and round, with a delicate coloring of blood appearing under the surface, which was as smooth as silk; a small chin with a dimple at its base, as if ready to receive a drop of rose water or a kiss; hair, black like the fur of otters and trailing on the ground like the train of a queen—and then—two eyes, blacker than the hair, blacker than night, blacker than doom, in the centre of which two snowy spots shimmered; the sparks of a fire of beauty, stolen from the treasures of the goddess of love. This head made of the gems of womanly charm was merely the crown of a figure made of the jewels of feminine loveliness. Forms exquisite and glorious. How fair was Tilottama! What grace was hers!

All at once she dropped her brow, lifted her knee and started to dance a prashadina with undulating movements and supple torsions. She trod softly over the earth and so lightly that no marks were left on the snow; she took a step forward, then one back; she raised her toes and touched them with her fingers; she flung one arm to the right and pulled it back as invitation; her neck bent back, her lips opened to show pearl teeth and a small tongue impertinently pointed. Her pupils went from one corner of her eyes to the other in languishing agonies; her eyebrows contracted, a wrinkle crossed her forehead, then vanished in a smile; her tresses trailed on her shoulders and breasts, and she would resolutely throw them back in the wind, emphasizing the modelling of her limbs. She turned round the god, slipped behind his back, came later with a pace more lascivious. She ran, seemed to stumble, almost touched the ground with her elbow, but in a natural effort, unnatural in its ease, rose again like a reed when the breeze has stopped. She flew like a wraith, jumped, whirled, laughed. She danced like Salome must have danced, and Brahma, like Herod, was vanquished. Each time when she disappeared behind him he desired to turn his head, but he would not break the rules of religion; he cursed inwardly, but knew that he could not move; he hurried his prayers, but still he had many to say before being able to raise a flap of tantalizing girl in his arms. He followed her with ravenous gaze as long as he could, almost forcing his eyes out of their sockets, but she was soon again invisible behind his back, and he would boil with anger until she appeared again on the

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other side. The circle where she danced was now cleared of snow, and wild hyacinth and iris grew under her feet; she was ever more beautiful, ever more joyful, ever more exhilarating. Greatly amused at the vexation of the god when she went out of his field of vision, she would muse, rough and frolicsome, coming so near that Brahma could feel her breath passing like a burning simoon of temptation.

This, however, could not last, and he soon smiled; all the gloomy expression of annoyance leaving his features. \* \* \* Tilottama came in front of him, and then went to his left, but \* \* \* lo \* \* \* as soon as his two eyes

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could see her no longer another face appeared on that side of his head: as she went behind a third face was there and two more eyes to gaze at her; lastly, a fourth took shape on the right side of the god's head: he assumed his name of Chaturmukha, the four-faced, and could finish his prayers at leisure, without missing a single gesture of the delightful dancer.

Yes, it could be thou, Brahma, whom I now see in this temple of Cambodia; it would be thine eyes that ache for the forms of a woman; it would be thy mouth craving for the kiss of a girl. \* \* \* And who knows that the ghost of Tilottama, dancing with the same voluptuousness, does not come to haunt the dream of all these stone colossi when they feel lonely and forlorn?

flaming mouth at the gate beneath them. And with heroic promptness they dumped the drums. Right there was where they learned that the fluid they had supposed to be water was an article called gasoline, which is very thin stuff and never has been known to satisfy a real thirsty fire dragon.

The guards rushed to the street and spread the alarm and there came presently a red wagon known to the Japanese as a fire engine—presumably a chariot for the transportation of the fire dragon. For a time the guards were afraid that the silly Japanese would offer the dragon a ride. But they didn't. They went through some incantations with a pair of copper jars, and the fire dragon went away leaving nothing but the cinders of a rubbish fire in his wake.

The fire department claimed credit for the victory. And the guards merely smiled with suitable tolerance. They knew, as every body knows, that the dragon had fled when they recited form prayer No. 27. But you can't tell that to a Japanese.

## Korea Deplores Japanese Ignorance of Fire Dragons

By ROBERT J. CASEY\*

Seoul, Korea, Nov. 7.—Out past the south gate and far beyond the summit of Nan San lives the fire dragon. But it seems silly to mention it. Everybody ought to know about that.

The fire dragon has always lived there. The mountain was his home even in those dim ages before Korea became the center of the world's culture and scientific advancement—which was, of course, many years ago.

Not a bad chap, the dragon \* \* \* lazy, of course, but in this case laziness is a virtue rather than a vice. He has been singularly inactive since mud replaced wood in the construction of dwelling places and offerings placed in the hills to placate him have been more effective than even the soothsayers had hoped.

### Not to be Trusted.

However, it is not a good idea to trust dragons even when sleeping. They may be good-hearted and all that, but they are dumb animals, and when a fire dragon comes in to pay a town a visit his good intentions are a minor consideration. His flaming laughter is too much for his moral votaries to withstand.

So, purely as a matter of safety first, the south gate has always been equipped with protective materials and a brace of fire dragon sentries who know just what to do should he take a notion to wander out of his mountain home.

Since the day when the gate was built, large drums have been placed in the upper gallery beneath the overhang of its pagoda roof. And it is the duty of the fire dragon sentries to see that these drums are kept filled with water which may be used to slake the thirst of the dragon and cause him to go home without entering the town and making ashes of it.

### Keep Up Defense.

When the Japanese came there was some argument about the usefulness of the dragon guard. You just can't get even a simple notion through the skull of a Japanese official. But in the end there was a compromise. Japanese sentries took over the gate, but the Korean gendarmie continued to supply the tub fillers for the upper gallery.

Things changed in Seoul, of course, after the coming of the Japanese. For example, the old well that used to supply the water for the tubs went dry, and a thing called a garage was built across the path over which the sentinels might in an emergency haul water from another well. However, the Koreans are a determined people. Eventually they arranged with the proprietor of a shop near by to give them what they needed. Once a month they were to pour out what water remained in the drums and obtain a fresh supply. This regular procedure, it was hoped, would insure a constant watchfulness and maintain the equipment at a point of necessary efficiency.

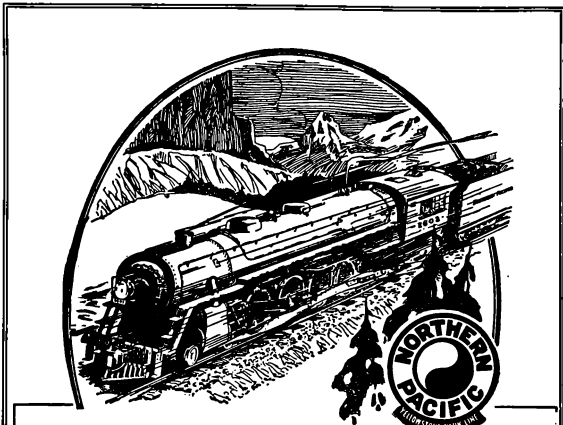
All went well until last night, when the Korean guards were called away to a conference and left their work in the hands of the Japanese. The Japanese promised to empty the drums and get them refilled at the shop. Which goes to show how useless it is to trust a Japanese.

### One Hitch in Plans.

The soldiers went through all the motions of emptying the drums and called them empty for refilling. But in their lamentable ignorance they went not to the shop but to the garage.

"Fill these drums," said the sergeant of the guard, "and charge to the Korean Dragon Protective association."

And the garage man did. The guards returned at midnight unaware of the error and, of course, that had to be the time for the rousing of the fire dragon. Scarcely had they taken their places in the balcony when they saw his



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# Northern Pacific Railway

"First of the Northern Transcontinentals"

(138)

\*Captain Robert J. Casey's regular job is a front-page feature story daily in the *Chicago Daily News*, but he is on a tour of the Far East just now, picking up such odd bits as the one reproduced here.—ED.



### SHIPPING REVIEW

By H. M. CAVENDER  
General Agent

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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Reserve Fund - - - - -	96,500,000.00
Undivided Profits - - - - -	6,179,045.45

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34 PLAZA CERVANTES, MANILA

**K. YABUKI**

Manager

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**Philippine Acetylene Co.**

281 CALLE CRISTOBAL  
MANILA

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.

## Manila to New York via Suez and Europe

See the Old World on your trip home. Stops of several days in many ports. You can travel through Europe and catch our boat for New York via Southampton, England, at Bremen. "The Most Interesting Trip In The World."

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*President van Buren* - - Feb. 15  
*President Hayes* - - - Feb. 29  
*President Polk* - - - Mar. 14  
*President Adams* - - - Mar. 28  
*President Garfield* - - April 11  
*President Harrison* - - April 25

Sailings every fortnight

MANILA

SAILING  
ONCE A  
WEEK

VICTORIA  
AND  
SEATTLE

via  
Hongkong, Shanghai, Kobe,  
and Yokohama

SAILINGS  
ON  
ALTERNATE SATURDAYS

Telephone No. 2-24-41

O. G. Steen, general manager for the Robert Dollar company, arrived in Manila from Shanghai January 19 aboard the s.s. *President Lincoln* and returned to Shanghai February 4 aboard the s.s. *President Madison*. Mr. Steen was on an inspection trip.

Messrs. A. W. Parry, O. G. Steen, George Simmie, R. C. Morton and H. M. Cavender made a business trip to Pulupandan and Iloilo January 25, having left Manila aboard the s.s. *Venus* and arrived back in Manila aboard the s.s. *Cebu* January 30.

Newland Baldwin, Manager of the Shipping Department of Maconday & Co., Manila, is spending a holiday in Baguio.

The genial figure of "Vic" Smith, assistant director for Orient, U. S. Shipping Board, is once more in evidence in shipping circles, his temporary stay at Shanghai having terminated with the appointment of Win. P. Hunt to the Shanghai post.

J. E. Gardner, Jr., assistant general agent, the Robert Dollar company, was elected chairman of the Associated Steamship Lines for the year 1928, at their meeting held January 10. Mr. Gardner was also elected chairman of the United States Shipping Board committee for the year 1928, at their meeting held the same day.

### FLYING THE OCEANS

During 1927 the North Atlantic has been crossed four times in nonstop flights; twice only did the pilots arrive and land safely at the intended destination and without mishap, and twelve lives were lost in disastrous ventures. During the year the Pacific has been traversed by air from California to Honolulu four times, three times without mishap, while seven perished in attempting this ocean crossing and three were killed in preparatory flights. The causes of failure in the many "disasters over the seas will forever remain hidden. Saint-Roman, Nungesser, Frost of the Golden Eagle, Padlar of the Miss Doran, Redfern, Colonel Minchin, Lloyd Setaud, Captain Tully, and their companions have left no trace. The SOS of Captain Erwin, "We are in a tailspin. \* \* \* We have come out of it. \* \* \* It was a close call. \* \* \* We are in a spin \* \* \* SOS \* \* \* points the peril that is ever present in flight.

—Neon, in the *January Atlantic*.

### RETAIN RETAIL STORE

Contrary to original plans, Frank and Company are continuing their retail stationery department at the old quarters, 113 Escolta, where they have new stocks and are undertaking extensions.

### ERLANGER AND GALINGER ARE BACK ON THE ESCOLTA

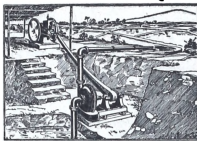
With all their old lines save sporting goods, notably office supplies and equipment, phonographs and records, and automobile tires and accessories, Erlanger and Galinger are back on the Escolta at Nos. 601 to 609, with a half-block frontage on calle David as well. This is in the new Perez-Samanillo building, especially arranged for the lessees.

### RIU HERMANOS ON ESCOLTA

That the horse has his devoted master in the Philippines is attested by the brand new store of Riu Hermanos at about their old stand on the Escolta, No. 623, in the new Perez-Samanillo building. Riu Hermanos carry a full line of leather goods, trunks, etc., an old but progressive Manila business house.

### "ESCO" IN NEW QUARTERS

The Escolta retail store of the Hale Shoe company, handling the Escoc shoe made by that company and other lines, is now handsomely installed in the new Perez-Samanillo building.



More than 3000  
Engines in the  
Philippines

MACLEOD AND COMPANY

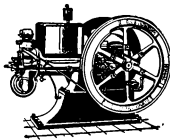
154 M. de Comillas

Manila, P. I.

## Centrifugal Pumps

1" to 6" Suction

With An



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### REAL ESTATE

By P. D. CARMAN

San Juan Heights Addition



January is the only month since 1920 that Manila Real Estate sales have passed the 2-million peso mark with the one exception of October, 1925. Even in 1919 and 1920 there were but six months with sales over two million pesos.

January and the last quarter of the preceding year 1927-1928 exceeds the same period

1926-1927 by over a million pesos but is somewhat less than 1925-1926 or 1924-1925.

Sales City of Manila

	December, 1927	January, 1928
Sta. Cruz	P 130,298	P 708,187
Malate	381,244	32,003
Paco	48,164	234,154
Sampaloc	43,407	118,358
Ermita	79,889	86,482
Tondo	67,549	352,113
Sta. Ana	41,753	18,399
San Nicolas	118,898	252,408
Binondo	354,549	32,168
Quiapo	86,000	34,560
Pandacan		32,083
Sta. Mesa	6,300	
San Miguel	42,458	230,000

P1,400,504 P2,130,915

### TOBACCO REVIEW

By P. A. MEYER

Alhambra Cigar and Cigarette Manufacturing Co.



Raw Leaf: The greater part of the 1927 crop of Cagayan and Ysabela has arrived in Manila. However, no important transactions have yet been reported.

The export market, with the exception of Holland and Germany, was very weak in January. Shipments abroad during January were as follows:

Leaf Tobacco and Scrap Kilon

Australia	17,146
China	9,759
Hongkong	53,428
North Atlantic (Europe)	296,387
United States	116,450
	493,170

Cigars: Shipments to the United States were, as usual in January, very low. Judging by orders lately received, February exports will show an improvement. A new tax project on luxuries, which includes tobacco products, at present being worked out by the Nationalistic Government, is, unfortunately, again clouding prospects of the China market.

Comparative figures for the trade with the United States are: January 1928, 11,247,174 cigars; December 1927, 18,969,592; January 1927, 11,165,358.

## BABCOCK & TEMPLETON, INC.

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HEMP, COPRA, MAGUEY, COCONUT OIL

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Head States Office:

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N. Y.

Agents for United Kingdom and Europe:

ROBINSON, FLEMING & COMPANY

6 Billiter Sq., London, E.C. 3



**LUMBER REVIEW**

For November, 1927

By **ARTHUR F. FISCHER**  
Director of Forestry

Compared with the month of October, market conditions were favorable in November. Not only were local prices better but a sharp rise in the prices of fitches and round logs for the United States was also felt as a result of greater demand in America for round timber of the Philippine Mahogany species. Out of the 4,711,064 board feet shipped to the United States in November, 28,728 board feet represent round logs of Tanguile and the Lauans. These were shipped mostly to the door and furniture manufacturers of the Pacific Coast. Of the total export to Japan of 1,635,792 board feet, 180,000 board feet at least represent Tanguile and the Lauans round timber. This is much smaller than the similar shipment to Japan in November, 1926, for the reason that the principal exporter of round timber to the Japanese Empire employed his ship (which was to carry round timber to Japan) in carrying supplies and machineries from Manila to his logging operations during the month. From data on hand, there is reason to believe that both the Japanese and American consumption in 1928 will be still greater than that of 1927 and that, in addition, the European consumption will also be materially increased.

With the approach of the new year, a more active market is expected as the appropriations for public works will be released. Government construction works, the proposed extension of the Manila Railroad from Bauang Sun to San Fernando, La Union, the usual construction of new houses and the repair of old ones which ordinarily take place during the first half of the year mean more demand for lumber.

The production of 33 miles for November were about 17,000,000 board feet as compared with about 14,000,000 board feet during similar period last year and shipment or sales were over 18,500,000 board feet (or 1,000,000 board feet more than the total production) as compared with about 13,000,000 board feet in November last year. The trade in squared logs consisting principally of first and second groups species, like Narra, Ipil, Molave, etc., amounting to about 3,000,000 board feet should be added to the total sales for the month. The lumber in stock were about 1,000,000 board feet smaller for this period than similar period last year, being 30,000,000 and 31,000,000 board feet, respectively.

The export trade registered an increase of about 80% as compared with the preceding month of October, and about 30% as compared with similar period last year. The main bulk of this export, or 4,711,064 board feet valued at P399,634 over 50% of the total export of 7,599,776 board feet valued at P1619,272 found its way to the United States. Japan, as the table shows, runs second with over 1,500,000 board feet to her credit valued at over P105,000.

**TIMBER AND LUMBER EXPORT**

Destination	1927		1926	
	Board Feet	Value	Board Feet	Value
United States	4,711,064	P399,634	2,504,144	P247,633
Japan	1,635,792	105,130	2,378,540	104,844
China	628,368	54,339	109,192	5,605
Great Britain	471,912	46,473	35,192	3,270
Australia	91,284	10,483	640,240	51,699
Netherlands	60,208	2,763		
Hawaii	424	200		31
Guam	424	110		
Netherlands			23,320	2,100
Guam			9,328	1,527
<b>Total</b>	<b>7,599,776</b>	<b>P619,272</b>	<b>5,700,256</b>	<b>P420,709</b>

H. S. Andreas, well known oldtimer, has returned to the Philippines after an absence of more than a year and a half, spent in the United States.

**BECK'S ANNOUNCES**

THAT ROME WAS NOT BUILT IN A DAY

On account of the sudden deal for the NEW HOME of ours, we will ask the public to give us time to serve them better than ever.

We intend to make our new store the shopping place for the Manila Public. Latest styles and new lines are being ordered in the U. S. and Europe by cable and mail. Courtesy and better attention will be studied by the management. Same as before and better.

**MANY IMPROVEMENTS TO COME  
LITTLE BY LITTLE WE WILL DO BETTER AND BETTER**

Ladies' dressing room as well as a public telephone will be installed. Later we contemplate a third floor and electric elevator. In fact we will try to make it as convenient and comfortable for our shoppers and friends as we possibly can.

American-made new furnishings for gents, ladies and children. Latest styles as fast as shown abroad will be seen in our NEW HOME.

**WEIGHT FOR WEIGHT MEASURE FOR MEASURE  
QUALITY FOR QUALITY  
OUR PRICES WILL BE THE SAME  
OR LOWER**

Remember everything we sell comes direct from manufacturer to you, through our own buying office in New York with a staff of experienced buyers.

I. Beck, Inc. (which is the same firm) carries on a big wholesale trade selling to over 1,000 dealers throughout the provinces. If buying in quantities, apply to our Import Wholesale offices upstairs at our new address.  
**BECK BUILDING, 89-91 ESCOLTA**

The more business we do the better buying you can do. Larger turnover, smaller profit. We will not carry the cheapest nor the highly expensive and luxurious items. We will leave these to others.

**GOOD QUALITY MEDIUM PRICED GOODS WILL BE OUR MOTTO**

Charge accounts can be opened. No extra charge. Same as cash. Please don't fail to arrange for an open monthly charge account.

**PRICES REASONABLE  
SATISFACTION GUARANTEED  
OR MONEY REFUNDED**

Respectfully yours,  
**I. BECK.**

A reminder to old timers. I. Beck started on November, 1898, on a small part (12'x50') of this very same plot.

**COPRA AND ITS PRODUCTS**

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



Throughout the entire archipelago copra production during January continued light with the result that Manila arrivals for the month reached the lowest total for the last five years. There is little improvement expected during the month of February and it will be necessary for almost all of the local mills to discontinue operations until there is more copra in sight. At the same time, due to the ample supply of other raw materials in consuming markets, copra on the Continent and in the United States has declined and buyers' ideas are much lower than Manila prices.

Total arrivals at Manila for the month were 129,549 bags as compared with 290,478 bags for January 1927. Latest quotations from foreign markets follow:

San Francisco—\$05-1/8; London-Cebu £27-5/0; F. M. M.—£27-0/0; Manila—Resecada, P13.00 to P13.25.

There was very little activity in the U. S. coconut oil market during January with little anxiety on the part of the larger buyers, all of whom are well covered. The recession in prices during the month was caused in the main by reduced prices in all competing fats, particularly tallow and cottonseed oil, assisted somewhat by liquidation of the January position by U. S. crushers. Although scattered tanks sold up to 8-1/4 cents f. o. b. coast, the bulk of the January business was done at 8-1/8 cents. Latest cables follow:

San Francisco—\$08-1/8 f. o. b. tank cars; sellers offering futures freely at \$08-1/4. New York—\$08-3/8 c. i. f., nominal; London—£39-15/0, nominal; Manila—P.36 to P.37 per kilo.

Continental buying pressure for copra cake was eased considerably during January and the large premium for nearby and afloat has been reduced to approximately S-7/6. At this writing latest quotations are £8/12/6 March shipment and £8 5/0 April/September shipment. Against the decline in foreign markets, we have an acute shortage of stocks at Manila which, coupled with low production for the next several months, makes local crushers reluctant to offer forward at present prices. Latest cables follow:

San Francisco—no quotation; Hamburg—£8-17/6 March, £8 5/0 futures; Manila—buyers, P152.00 to P158.00, sellers, P160.00 to P162.00.

**RAIL COMMODITY MOVEMENTS**

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



The following commodities were received in Manila December 26, 1927, to January 25, 1928, both inclusive, via Manila Railroad:

	January 1928	December 1927
Rice, cavans	246,688	185,438
Sure, piculs	355,483	285,712
Tobacco, bale	2,560	3,720
Copra, piculs	49,250	115,800
Coconuts	1,449,000	1,113,000
Lumber, B.F.	220,050	120,150
Desiccated coconuts, cases	2,870	15,785

## THE RICE INDUSTRY

By PERCY A. HILL

of Manila, Nueva Ecija,

Director, Rice Producers' Association.



Prices remain as of last review, with the exception of the superior grade, at P8.30 per sack of milled rice. The exchange in Manila has been extremely quiet for the reason that both buyers and sellers know little of the exact situation, amounts of the 1926-27 crop undisposed of, and the net recovery of the present crop. This

is due again to the fact that we possess no service either public or private of the estimated harvest, except that which is submitted too late to be of any service to the market, the consumer or the producer. The general law of averages should give a much higher price for palyan than is being offered.

There is no region that reports a good crop this year, and the loss which has been stated as high as 50% for the Ilocano regions by the director of agriculture, and that of certain other districts at from 30% to 40% denotes a large decrease in domestic supply. Carefully taking into consideration the checked decreases in several localities it may safely be said that the net decrease from last year's crop ranges from 11% to 18% even for the irrigated varieties, which would mean some eight million cavans less.

The low prices of the last two years offered for the cereal have had a tendency to reduce the area cultivated in several regions, as the growers are turning to more profitable crops. Of course it is useless to expect an industry to serve the public at a loss to the producer. Nor does it need a wizard to find out upon what basis the costs of production are predicated. As a matter of fact, production caught up with subsistence needs for the first time last year, as lands taken up during the last two decades have come into full bearing. It is not too much to expect that in the next decade the law of diminishing returns will reduce this from the present peak.

## REVIEW OF THE EXCHANGE MARKET

By STANLEY WILLIAMS

Manager International Banking Corporation.



Telegraphic transfers on New York were quoted at 1-1/8% premium on December 31st and remained unchanged at that level until January 23rd, when the rate was lowered to 1% premium all round. The rate was unchanged at 1% premium until the close on January 31st. At the opening buying rates were called 3/4% premium January, February, 5/8% premium March, but on January 6th and 7th were altered to 3/4% premium January, 5/8% premium February, March. On the 9th buying rates were again altered to 3/4% premium ready 5/8% premium second half of January and February, 1/2% premium March, and on the 30th to 3/4% premium ready first half of February, 5/8% premium second half of February, 1/2% premium March, at which level the market closed on the 31st. Market generally quiet.

Purchases of telegraphic transfers from the Insular Treasury since last report, according to the report of the Insular Auditor, have been as follows:

Week ending December 24th	.....	\$325,000
Week ending December 31st	.....	225,000
Week ending January 7th	.....	1,375,000
Week ending January 14th	.....	750,000
Week ending January 21st	.....	350,000

Figures for the week ending January 28th are not yet available.

Sterling cable transfers were quoted at 2/0-1/4 on December 31st and were unchanged with buyers at 2/0 3/8 until January 5th when both rates were raised 1/16th, and remained unchanged throughout the rest of the month, with, however, occasional buyers at 1/16th lower. 3 m/s credit bills were quoted at 2/0 15/16 and 3 m/s D P bills at 2/1 on December 31st and remained unchanged until January 9th, when both rates were raised 1/16th, at which level they were unchanged until the close of the month.

The New York London crossrate closed at 488-9/32 on December 31st and then dropped away to 487-3/16 on January 7th. Rising again gradually to 487-27/32 on the 13th it

again sank away to a low for the month of 487-1/8 at the close on January 31st.

London Bar Silver was quoted at 26 1/2 spot, 26 7/16 forward on December 31st. During January it touched a high of 26-11/16 spot, 26 1/2 forward on the 5th, and a low of 26 1/16 spot, 25-15/16 forward on the 19th, 24th and 26th, closing easy at 26 1/4 spot 26 1/16 forward on January 31st.

New York bar silver closed at 57 1/2 on December 31st, touched a high for January of 57 7/8 on the 5th, a low of 56 1/2 on the 19th, 24th and 26th, and closed at 56 3/4 on the 31st. Telegraphic transfers on other points were quoted nominally at the close as follows:

Paris	.....	1240
Madrid	.....	172 3/4
Singapore	.....	116
Japan	.....	95 3/8
Shanghai	.....	77 3/8
Hongkong	.....	101 7/8
India	.....	134
Java	.....	122

## Important Notice to Those Traveling by Railroad

### SPECIAL TICKETS

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Very convenient for travelers. Sold in books of 1000 coupons each. Cheaper than Round Trip Tickets and may be used on any passenger train. Valid for 12 months from date of purchase.

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Sold in sheets of ten tickets, each ticket is valid for one person's fare between the stations shown thereon. Available for use between Manila and any station as far as Calumpit on Main Line North, and as far as Baliuag on Cabanatuan Branch; on Southern Lines between Paco and any station as far as Calamba, Canlubang and Tanza. About 48% reduction from regular one way rate. Tickets may be used by one person or by a party when duly accomplished as per instructions printed on ticket.

#### Commutation Tickets

Sold in books of 54 tickets each, 50% reduction from regular one way rate. Available for use between any two stations from Bauang Sur to Aloneron including branches. Not transferable. Valid on any passenger train within 40 days from date of purchase.

#### Party Rates

A discount of from 10% to 35% of the regular rate is allowed, depending upon the number of persons included in the party. For a group of 50 or more persons a special coach is furnished for exclusive use of the party.

For further information ask the Station Agent in the locality or apply to Traffic Department, Central Office, Telephones 4-96-34 or 4 98-61, Manila.

## Manila Railroad Company

943 Accarraga

Manila, P. I.

## 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 January 1928, with statistics up to and including January 30, 1928.

U. S. Grades: New York opened the month with a quiet tone; buyers did not show any desire to operate and sellers were rather anxious to make progress, D, 17-1.4 cents; E, 15-5.8 cents; F, 14-1.8

cents; G, 9-1.4 cents; I, 12-5.8 cents; J, 10-3.4 cents; S1, 14 cents; S2, 12-3.8 cents. A weaker tone set in and by the middle of January a further decline was registered to a basis of F, 13-2.4 cents; I, 12-1.4 cents; J, 10-1.2 cents. The latter two weeks of the month reflected an exceedingly dull market with a declining tendency, buyers evidently having made up their minds to stay out of the market for a much lower range of prices to become established. At the close of the month nominal prices ruling in New York were: D, 16-1.2 cents; E, 14-3.4 cents; F, 13-5/8 cents; G, 8-7/8 cents; I, 11-7.8 cents; J, 10-1/2 cents; S1, 13-3.8 cents; S2, 11-3.4 cents with buyers still holding off in expectation of lower prices. The opening month of 1928 has been decidedly disappointing both as regards the volume of business and prices obtainable in the U. S.

The Manila market for U. S. grades opened quiet but steady with export houses bidding E, P35; F, P33.4; G, P20; H, P19; I, P19.4; J, P23.4; S1, P32.4; S2, P28.4; S3, P24. A fair business was transacted round these figures. The market soon turned on the easy side with business done down to F, P32 to P32.4; G, P19.4; H, P18.4; I, P28.4; J, P23.4; S1, P32; S2, P28; S3, P23.4. The market from then on held fully steady with dealers refusing to make concessions on price in spite of the lack of business in the consuming markets. At the extreme close of the month an easier tone was apparent, quotations in Manila being nominally: E, P34; F, P31; G, P19; H, P18; I, P27; J, P23; S1, P30; S2, P26; S3, P23.

U. K. Grades: London opened dull, J2, £41; K, £38; L1, £36.10; L2, £35.5; M1, £35.5; M2, £33; DL, £32.10. During the first two weeks of the month little business passed but prices remained steady. By mid January a better tone became apparent with business passing at J2, £41; K, £38; L1, £36.10; L2, £35.10; M1, £35.10. Prices appreciated still further, sales made J2, £41.15; K, £38.5; and towards the close the tone turned dull, with sellers in London at J2, £40; K, £37; L1, £34.15; L2, £33.15; M1, £33.15; M2, £31.10; DL, £31.

The Manila market for U. K. grades opened steady with buyers nominally quoting J2, P19.2; K, P17.6; L1, P17; L2, P16.8; M1, P16.2; M2, P15; DL, P14.4. For actual parcels arriving much higher prices were paid up to a basis of J2, P20.2; K, P18.6; L1, P17.4; L2, P17; M1, P16.6; M2, P15.2. Prices eased off a little in mid January to J2, P19.6; K, P18; L1, P17.2; L2, P16.6; M1, P16.4; M2, P15.2; at which prices business was transacted. Values continued fairly steady with business passing at the close of the month at J2, P19.6; K, P18; L1, P17; L2, P16.2; M1, P16.2; M2, P15.

The market in Japan was quiet throughout the month.

Freight Rates remain unchanged.

Statistics: We give below figures for the period extending from January 1st to January 30th, 1928.

	1928	1927
Stocks on January 1st.....	139,632	112,382
Receipts to January 30th.....	99,689	95,946
Stocks on January 30th.....	153,344	102,026



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106 Calle Lara

Manila, Philippines

## Shipments

To Jan. 30, 1928	To Jan. 31, 1927
United Kingdom.....	25,431 31,498
Continent of Europe.....	12,019 11,103
Atlantic U. S.....	15,812 29,946
U. S. via Pacific.....	4,177 7,871
Japan.....	20,330 18,868
Elsewhere and Local.....	8,208 7,016
	85,977 106,302

## BECK'S NEW ESCOLTA HOME

Beck's new department store at 81-89 Escolta rises finely upon the very site of the antique building in which Israel Beck, the owner of this prosperous Manila department store, opened for business in Manila November 15, 1898, only three months after the military occupation of the city. During the interval of 29 years and more, the business has been steadily expanding, and the proprietor announces further plans in this issue. The business had quite outgrown the capacity of the old familiar corner, the Escolta and Plaza Moraga. Mr. and Mrs. Beck have also removed their residence from calle Dakota to 1175 M. H. del Pilar, Malate, where they will be at home to their many friends.

## JANUARY SUGAR REVIEW

By GEORGE H. FAIRCHILD

## New York Market:



The American sugar market continued weak and dull during the month under review. After small parcels of Cubas were sold at 2-7/8 cents c. and f. (equivalent to 4.65 cents 1. t. duty paid for P. I. centrifugals) on the 4th of the month, prices gradually declined to 2-25/32 cents c. and f. (4.55 cents 1. t.) in the second week; 2-11/16

cents c. and f. (4.46 cents 1. t.) in the third week; and 2-9/16 cents (4.33 cents 1. t.) at the close of the month.

The Cuban milling season has started with a crop limited to 4,000,000 tons allocated as follows:

	Tons
For export to the United States.....	3,050,000
For export to other countries.....	600,000
For Cuban consumption.....	150,000
In reserve.....	200,000
Total.....	4,000,000

Willet & Gray estimated the U. S. consumption for 1927 at 6-1/2% below that of the previous year. The 1926 sugar consumption of the United States amounted to 5,671,335 tons and, deducting 6-1/2% or 368,636 tons, the 1927 sugar consumption in the United States would be 5,302,699 tons as compared with 5,510,060 tons in 1925 and 4,854,479 tons in 1924. This decrease of sugar consumption in the United States together with the stationary consumption in Europe, which, according to Dr. Mikusch, was 8,616,000 tons as compared with 8,592,000 tons in 1926 and 8,031,000 tons in 1925, was apparently one reason for the prevailing low prices. Commenting on the European consumption, Dr. Mikusch said:

The noteworthy point about the foregoing table is that apparent consumption in 1926-1927 was practically unchanged from the previous year, as compared with an increase of 7 per cent in 1925-1926 over the year preceding. Actual consumption probably showed less variation. The apparent decline in France, for example, was due to large invisible stocks carried over, while in Czechoslovakia the falling off is to be attributed to the smaller production.

For 1927-1928 a substantial gain in distribution is anticipated as a result of the general depletion of invisible

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# WASHINGTON ENGINES

supplies. Statistics for the current crop year already show a decided increase in many countries.

Stocks in the U. K., U. S., Cuba and European statistical countries at the end of the month were 3,910,000 tons as compared with 3,723,000 tons at the same time in 1927 and 4,066,000 tons in 1926.

**Philippine Sales.** Sales of Philippine centrifugals in the Atlantic Coast, alofts, near arrivals, and for future deliveries, for the month under review, aggregated 32,250 tons at prices ranging from 4.40 cents to 4.64 cents landed terms, duty paid.

**Futures.** Quotations on the New York Exchange fluctuated as follows:

	High	Low	Latest
January 1928.....	2.76	2.62	2.66
March.....	2.84	2.58	2.58
May.....	2.92	2.66	2.66
July.....	2.98	2.74	2.74
September.....	3.07	2.81	2.81
December.....	3.11	2.86	2.89
January 1929.....	2.95	2.84	2.86

**Local Market.**—Influenced by the weak tone of the American sugar market, there was but insignificant business transacted in the local market for centrifugals. Quotations ranged from P10.25 to P11.00 per picul.

In the local muscovado market the Chinese were the invariable purchasers of small parcels at prices ranging from P6.75 to P6.85 per picul, basis No. 1.

**Philippine Crop Prospects.** Harvesting is progressing satisfactorily and a majority of the Centrals report less delays due to insufficiency of cane than in previous years. On Negros some of the Centrals report lower yields per hectare than in the previous year, so that this year's crop on that island would be expected to be slightly less than the previous crop; on the other hand, on Luzon there is slightly an increase in yields amounting to about 10% which would offset the decreased production on Negros,

making the total production of the Islands for this season equal that of the previous year.

The late rains in January have been beneficial to the young cane which looks more advanced in growth than it was last year at the same period due, particularly on Luzon, to the application of fertilizers at the time of planting, which practice has been urged by the Philippine Sugar Association with satisfactory results.

Recently considerable anxiety was aroused in the local sugar circles upon the receipt of press despatch from the United States announcing that a bill will shortly be introduced in the U.S. Congress advocating the restriction of the free importation of Philippine sugars into the United States to 500,000 tons. While it is believed the bill has little chance of passing, steps should be taken by local sugar men to protect the Philippine sugar industry from the enactment of the proposed measure.

With the foregoing despatch, came another reporting the formation of an "American Domestic Sugar Producers" association composed of representatives of the American beet, Louisiana, Hawaiian and Porto Rican interests, which association was reported to be agreeable to limit their production as follows:

	Tons
American beet.....	1,000,000
Hawaii.....	800,000
Porto Rico.....	700,000
Louisiana.....	150,000

It was also reported that they would not be opposed to increasing the preference of the Reciprocity Treaty between the U. S. and Cuba to 30% which would mean an additional preferential in favor of Cuba of 56 centavos per picul.

The representatives of the Philippine sugar industry were reported to be excluded from participation in the above combination on the ground that Philippine sugar is not "domestic sugar". Cuba's claim, for reasons of expediency for selfish interests, is apparently receiving the benediction of the "American Domestic Sugar Producers" that the Philippines is a

territory foreign to the United States and therefore occupies a territorial status different from that of either Porto Rico or Hawaii. This claim is not based on anything more than prejudice or selfish interests. The best answer to such claim is found in the following statement contained in an article entitled "Cuba and the United States" appearing in the *Foreign Affairs*, an American Quarterly Review, for January 1928 (Vol. vi. No. 2, page 238):

Cuba resents particularly the free admission of Philippine sugar into the United States, which she contends is in violation of the clause of the Reciprocity Treaty quoted above. However, the legal basis of her claim, whereby she protests that the Philippines are foreign territory, is a weak one, since the United States Supreme Court has declared the international status of the Philippines to be that of American soil. The Cubans assert with considerable justice that, in view of the far greater magnitude of American investments in the Cuban sugar industry, that industry is deserving of relatively more consideration in the American Tariff than is the case at present.

Legally, there is no difference in the status of the territories of Hawaii, Porto Rico and the Philippines as decreed in decisions of the Supreme Court. They are all "unincorporated territories", Alaska being the only "incorporated territory" of the United States, to which statehood has not as yet been granted by Congress.

**Philippine Exports.** Sugar exports from the Philippines for the month of January 1928, amounted to 24,434 long tons segregated as follows:

	Long tons of 2,240 lbs.			Total
	United States	China		
	Atlantic	Pacific	& Japan	
Centrifugals.....	17,000	7,380	—	24,380
Muscovados.....	—	—	54	54
	17,000	7,380	54	24,434

**Java Market.**—The Java market during the month of January was reported quiet and dull. Latest quotations are as follows: Superiors—Feb./Mar. Gs. 15—P8.03 per P. I. picul; June/July Gs. 15-1/8—P8.10. Head sugar spot, Gs. 13-3/4—P7.38 per picul; June/July/Aug. Gs. 14—P7.51.

PRINCIPAL EXPORTS

Commodities	December, 1927			December, 1926			Monthly average for 12 months previous to December, 1927		
	Quantity	Value	%	Quantity	Value	%	Quantity	Value	%
		\$			\$			\$	
Sugar	55,626,800	\$ 9,773,127	40.0	37,396,863	\$ 7,539,253	25.6	46,110,334	\$ 8,381,668	32.1
Hemp	1,376,894	5,334,811	17.6	14,748,742	6,209,532	24.1	12,402,143	4,947,855	18.9
Coconut Oil	14,199,182	4,825,355	16.2	6,336,300	3,145,226	10.3	10,266,890	4,140,114	15.8
Copra	19,924,845	4,006,302	13.5	25,644,648	4,857,933	20.2	26,609,915	3,192,623	12.3
Embroidery	21,616,450	948,123	3.3	28,508,226	1,300,378	4.6	17,297,384	775,376	3.4
Manure	2,057,273	550,056	2.0	1,049,137	307,337	1.3	646,529	246,529	1.5
Leaf Tobacco	464,410	1,749,693	7.0	395,993	1,314,674	5.1	1,464,874	342,744	1.3
Decimated and Shredded Coconut	2,430,800	689,267	2.4	1,265,263	374,928	1.3	1,965,750	652,125	2.5
Hats (Number)	1,410,315	523,148	1.9	1,345,114	516,873	2.2	1,265,304	474,177	1.8
Factors (Cubic Meter)	93,478	458,206	1.6	92,888	299,693	1.0	58,889	260,481	1.0
Copra Meal	383,372	1,400,447	5.4	12,044	47,014	0.2	12,422	438,260	1.7
Copra Hull	10,348,490	656,477	2.3	8,842,815	396,176	1.3	7,563,498	414,090	1.6
Consigne	579,191	319,108	1.2	546,533	321,063	1.1	464,326	277,784	1.1
Coats and Hump	45,165	6,323	0.3	77,215	282,506	1.0	42,194	158,212	0.6
Pearl Buttons (Gross)	77,704	68,021	0.4	70,228	70,572	0.1	65,899	61,142	0.2
Canon (low grade cordage fiber)	73,814	180,258	0.6	275,649	58,663	0.2	625,486	151,647	0.6
All Other Products	611,925	2,121	0.0	549,532	21	0.0	613,716	24	0.0
Total Domestic Products	\$29,133,247	99.5		\$27,541,369	99.8		\$25,779,395	99.4	
Foreign Countries	71,742	0.3		71,742	0.3		101,584	0.1	
Foreign Countries	42,342	0.5		28,083	0.1		48,075	0.2	
Grand Total	\$29,247,331	100.0		\$27,639,016	100.0		\$25,929,014	100.0	

NOTE:—All quantities are in kilos except where otherwise indicated.

PRINCIPAL IMPORTS

Articles	December, 1927			December, 1926			Monthly average for 12 months ending December, 1927		
	Value	%	%	Value	%	%	Value	%	%
	\$			\$			\$		
Cotton Cloths	\$ 3,350,662	15.8	%	\$ 2,932,266	16.3	%	\$ 2,645,343	13.4	%
Other Cotton Goods	1,203,210	5.6	%	1,032,319	5.7	%	1,090,234	5.6	%
Iron and Steel, Except	835,366	7.2	%	1,458,707	8.1	%	1,591,004	8.1	%
Machinery	1,549,445	7.2	%	3,267,027	2.9	%	1,797,147	1.0	%
Wheat Flour	835,366	3.8	%	893,599	4.9	%	810,987	4.2	%
Machinery and Parts of	1,003,447	4.7	%	906,986	5.0	%	955,522	5.0	%
Electrical Machinery	697,108	3.2	%	645,299	3.6	%	548,530	2.9	%
Gasoline	504,313	2.3	%	1,298,582	7.0	%	542,822	2.7	%
Silk Goods	888,469	4.2	%	478,475	2.6	%	671,737	3.4	%
Woolen Goods	236,780	1.1	%	46,943	0.3	%	564,279	2.9	%
Vegetable Fiber Goods	758,776	3.6	%	534,364	3.0	%	379,870	1.9	%
Meat Products	389,350	1.9	%	504,384	2.8	%	486,312	2.5	%
Books and Newspapers	289,482	1.3	%	551,308	3.1	%	379,613	1.9	%
Fish and Fish Products	289,482	1.3	%	551,308	3.1	%	379,613	1.9	%
Crude Oil	73,474	0.3	%	178,451	1.2	%	185,641	1.0	%
Chemicals, Dyes, Drugs, Etc.	205,658	0.9	%	576,000	3.1	%	383,910	2.0	%
Fertilizers	392,328	1.8	%	345,712	2.0	%	352,170	1.8	%
Vegetables	261,626	1.2	%	444,330	2.5	%	301,612	1.6	%
Paper Goods, Except	517,306	2.4	%	310,299	1.7	%	390,687	2.0	%
Tobacco and Manufactures of	325,696	1.5	%	149,185	0.8	%	457,645	2.3	%
Books and Other Printed	271,870	1.3	%	335,660	1.9	%	409,216	2.1	%
Matters	506,275	2.4	%	176,080	0.9	%	247,218	1.3	%
Cars and Carriages, Except Autos	246,979	1.2	%	40,534	0.1	%	152,027	0.8	%
Automobile Tires	344,564	1.6	%	152,337	0.7	%	337,704	1.7	%
Woolen Goods	186,468	0.9	%	164,881	0.8	%	136,983	0.7	%
Leather Goods	267,780	1.2	%	166,694	0.8	%	205,524	1.1	%
Shoes and Other Footwear	188,342	0.9	%	185,702	0.9	%	150,069	0.8	%
Coffee	79,913	0.4	%	253,582	1.2	%	142,883	0.7	%
Perfumes and Other Toilet Goods	117,856	0.5	%	155,205	0.7	%	149,700	0.8	%
Lubricating Oil	97,646	0.4	%	112,920	0.5	%	162,041	0.9	%
Wheat Flour	144,219	0.6	%	126,544	0.6	%	124,528	0.6	%
Lubricating Oil	58,366	0.3	%	83,336	0.4	%	92,666	0.6	%
Electrical Machinery	53,742	0.3	%	71,316	0.3	%	100,386	0.6	%
Glass and Glassware	108,426	0.5	%	142,471	0.7	%	137,374	0.7	%
Books and Newspapers, Etc.	111,028	0.5	%	230,721	1.2	%	135,958	0.7	%
Not separately listed	80,594	0.4	%	89,802	0.4	%	125,833	0.7	%
Automobile Accessories	163,532	0.8	%	88,638	0.4	%	118,989	0.7	%
Dishes and Other Precious Stones Used in Wood, Bamboo, Reed	158,291	0.7	%	72,359	0.3	%	138,030	0.8	%
Lumber	133,552	0.6	%	3,997	0.0	%	121,645	0.7	%
India Rubber Goods	40,667	0.2	%	60,238	0.2	%	88,313	0.5	%
Soup	91,971	0.5	%	96,337	0.5	%	118,423	0.7	%
Cattle and Swine	231,490	1.1	%	238,806	1.2	%	169,707	0.9	%
Expenses	75	0.0	%	10,779	0.0	%	78,505	0.4	%
Government	31,243	0.2	%	74,673	0.4	%	74,673	0.4	%
Imports	45,156	0.2	%	48,595	0.2	%	41,383	0.3	%
Imports	555,667	2.6	%	624,562	3.0	%	624,562	3.0	%
Imports	87,373	0.4	%	77,716	0.3	%	54,218	0.3	%
Imports	32,639	0.2	%	44,001	0.1	%	32,881	0.2	%
Imports	1,579,579	7.5	%	1,667,000	7.6	%	1,741,281	8.2	%
Total	\$21,716,933	100.0	%	\$18,527,476	100.0	%	\$19,308,579	100.0	%

CARRYING TRADE

Nationality of Vessel	December, 1927			December, 1926			Monthly average for 12 months ending December, 1927		
	Value	%	%	Value	%	%	Value	%	%
	\$			\$			\$		
American	\$10,490,553	49.0	%	\$10,201,991	55.1	%	\$ 9,845,159	49.0	%
British	6,960,810	33.0	%	4,876,947	26.3	%	4,755,377	23.5	%
Japanese	1,284,743	5.6	%	1,060,735	5.7	%	1,116,070	5.3	%
Dutch	757,529	3.5	%	574,729	3.1	%	505,599	2.6	%
German	1,088,047	5.1	%	902,180	4.9	%	1,028,558	4.9	%
Norwegian	1,079	0.0	%	316,619	1.7	%	68,256	0.1	%
Philippine	110,512	0.5	%	92,471	0.5	%	92,471	0.5	%
Spanish	65,912	0.3	%	80,033	0.4	%	133,752	0.6	%
French	11,815	0.1	%	16,571	0.1	%	449	0.0	%
Swedish	11,815	0.1	%	16,571	0.1	%	13,619	0.1	%
Danish							3,923	0.0	%
Belgian							6,047	0.0	%
By Freight	\$20,710,000	97.8	%	\$18,121,826	97.8	%	\$18,696,278	97.1	%
By Mail	466,932	2.2	%	405,650	2.2	%	612,301	3.1	%
Total	\$21,176,933	100.0	%	\$18,527,476	100.0	%	\$19,308,579	100.0	%

EXPORTS

Nationality of Vessel	December, 1927			December, 1926			Monthly average for 12 months ending December, 1927		
	Value	%	%	Value	%	%	Value	%	%
	\$			\$			\$		
American	\$14,615,307	49.1	%	\$12,975,362	47.8	%	\$12,480,862	48.0	%
British	8,587,504	29.0	%	8,584,666	31.5	%	8,367,598	32.3	%
Japanese	2,292,289	8.0	%	1,953,398	7.0	%	2,644,832	10.0	%
Philippine	1,202,501	4.6	%	1,099,738	6.0	%	1,003,033	3.8	%
Norwegian							41,033	0.2	%
Spanish	294,552	1.2	%	269,180	0.7	%	117,906	0.4	%
Chinese	24,163	0.3	%	4,958	0.0	%	117,465	0.4	%
Chinese	11,999	0.0	%	6,986	0.0	%	30,702	0.1	%
Argentine							43	0.0	%
Germany							820	0.0	%
Panama							13	0.0	%
Swedish	1,645,341	5.8	%	1,136,207	3.9	%	383,571	1.5	%
By Mail	\$28,673,256	97.9	%	\$26,530,495	96.5	%	\$25,371,611	97.9	%
By Freight	574,075	2.1	%	1,008,251	3.5	%	557,403	2.1	%
Total	\$29,247,331	100.0	%	\$27,639,016	100.0	%	\$25,929,014	100.0	%

TRADE WITH THE UNITED STATES AND FOREIGN COUNTRIES

Countries	December, 1927			December, 1926			Monthly average for 12 months previous to December, 1927		
	Value	%	%	Value	%	%	Value	%	%
	\$			\$			\$		
United States	\$36,090,466	72.1	%	\$31,402,899	68.2	%	\$31,448,667	69.9	%
United Kingdom	2,237,353	4.4	%	2,462,381	5.3	%	2,324,840	5.3	%
Netherlands	3,432,732	6.8	%	2,056,828	6.1				

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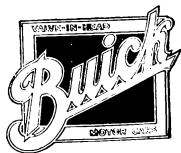
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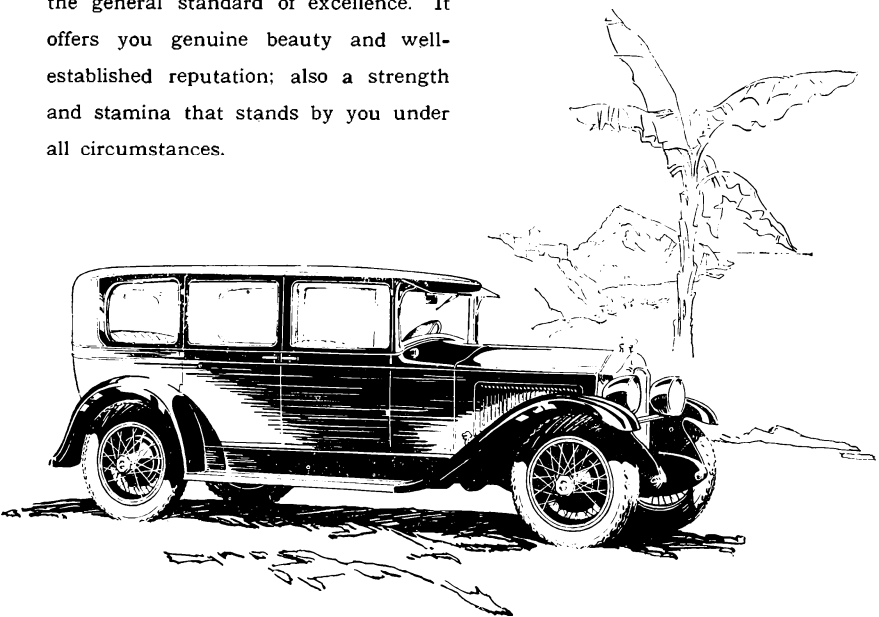
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