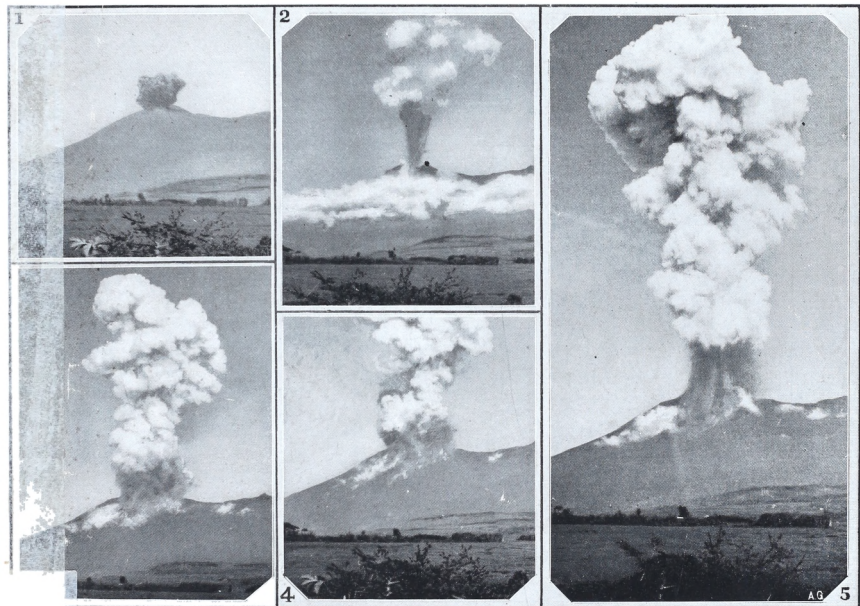


THE AMERICAN NUMBER OF COMMERCE JOURNAL



Vol. 7, No. 6

June, 1927



Mount Kanlaon (Occidental Negros) Blowing the Top Off, March 20, This Year

The massive volcano continues active. The successive eruptions, occurring at intervals of a few minutes, were photographed by Colonel R. O. F. Mann at Panubigan, about 15 kilometers from the volcano. No. 1 was taken at 8:10 a. m., No. 2 at 8:15 a. m., No. 3 at 8:20 a. m., No. 4 at 8:25 a. m., and No. 5 at 8:30 a. m.

This Issue Contains Special Articles on Bikolandia: A Neglected Corner of Great Luzon
General Wood's Latest Picture Taken in Manila: With an Interview
A Lindbergh Flight Story by a Flier

Comment of Timely Interest and Permanent Value: Trade Reviews

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CONTENTS FOR JUNE, 1927

VOLUME VII
NUMBER 6

	Page		Page
Captain Lindbergh's Nonstop Flight (<i>By Major W. B. Duty</i>)	5	Shipping (<i>By H. M. Cavender</i>)	20
Bikolandia: Future Philippines Playground (<i>By Percy A. Hill</i>)	6	Real Estate (<i>By P. D. Carman</i>)	21
Religious Property Exempt from Taxation	7	Hemp (<i>By T. H. Smith</i>)	22
Population and Resources of Bikol Provinces	8	Sugar (<i>By George H. Fairchild</i>)	23
The Negroes: Drown the Women and Children First	9	Tobacco (<i>By P. A. Meyer</i>)	24
General Wood's Last Day in Manila	10	Copra and Its Products (<i>By E. A. Seidenspinner</i>)	24
After Five O'Clock: Speaking Personally	11	Exchange (<i>By Stanley Williams</i>)	25
Scott, of <i>Washington Star</i> : His Views on Manila	11	Statistical Summary of Overseas Commerce—	
Bikol—Express Trip into the Mule's Neck (<i>By Walter Robb</i>)	12	Ports by Nationality of Carrying Vessels	26
Demigods of Bikolandia	15	Principal Exports	27
Reviews of May Business—		Principal Imports	27
Rice (<i>By Percy A. Hill</i>)	18	Port Statistics	27
Rail Commodity Movements (<i>By M. D. Royer</i>)	18	Carrying Trade	27
		Foreign Trade by Countries	27

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. 14 Calle Pinpin, Manila, P. I.

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Lindbergh's Non-Stop Flight to Paris

By MAJOR W. B. DUTY
Air Officer, Philippine Department, U. S. A.

The recent flight of Captain Charles Lindbergh, from New York to Paris, awakens deep enthusiasm even among veteran aviators. In the Air Corps, flying feats which stir the public to praise, are looked upon more as a matter of course, and most aviators feel they could do what any other one could if they had the airplane and motor. But the vision of a mere boy, scarcely three years out of the army flying school, flying through the midnight air over the treacherous Atlantic all alone, save a kitten, arouses the admiration of every flyer.

The more recent non-stop flight from New York to near Berlin by Chamberlain and Levine, in no way detracts from the glory that is Lindbergh's, for it must always be remembered that Lindbergh was the first to accomplish a non-stop flight from the North American continent to the continent of Europe.

Lindbergh is a graduate of the United States Army primary and advanced flying schools and completed his flying instruction in March of 1925. Lindbergh's feat is of particular interest to officials in the Philippine Islands due to the fact that the man who taught him to fly is now on duty in the islands. These officers are the former flying instructors at Brooks and Kelly fields, San Antonio, Texas, where the army maintains its flying training schools. Each Air station in the islands has at least one former flight instructor who was on duty at the schools when Lindbergh went through the "hopper" with his class, and some of them remember him quite well. The officer who gave him his final test to see if he could really fly, is on duty at Camp Nichols. The instructors here who remember Lindbergh describe him as a good "natural" flyer.

It might not be amiss to state at this time that during the course of instruction at the Army flying schools, young men like Lindbergh are studied carefully by psychologists and skilled flight instructors to see if they have a natural bent for flying, and if after a sufficient amount of instruction has been given and the student is unable to acquire the art of flying, further instruction is stopped. The army maintains a corps of flying instructors at the schools who are without their peers, and the schools are equipped with modern flying equipment and safety

devices. But with all the excellent training that the government may have bestowed upon Captain Lindbergh, nothing can surpass the high courage of the man. He may have bet his life against the elements in true gambling fashion, but it takes courage and self-reliance to do such a thing. Facing the hidden hazards of the air, in the weird and abysmal reaches of the sky, over the hungry fathoms of the wide Atlantic alone, requires a kind of bravery somewhat different from rushing into battle with cheering companions on all sides.

Without the aid of a sextant, such as guides seamen on their course, Lindbergh set out with only an earth inductor compass, and drift indicator, as navigating instruments. He studied how the course of his plane cut the lines of force of the earth's magnetic field, and by releasing smoke bombs, or possibly by other means, he checked his drift to find how much the wind was drifting him from the straight but invisible path to Paris. He did all this alone with the silence of the heavens broken only by the sleepy drone of his motor. But there was no sleep for him.

After the long and dreary hours, his being merged into the airplane, and during the borderland periods of sleep and awakening, which he experienced, he scarcely knew which was himself and which was the airplane. That Lindbergh's instinct for direction and skill at keeping a course was above the average, is shown from the place he struck Ireland and the length of time it took to make the flight. He took as nearly a direct great circle or shortest course that could be flown. Many good aviators would have been content merely to strike a place as big as Ireland, with no more navigating instruments than Lindbergh used. This was not the result of chance, or haphazard calculations, but rather it showed the thought and study that was put forth in preparation for the flight. It is not always an easy thing, under the most ideal conditions and using land marks, to find one's way, so what must the problem have been to Lindbergh for a flight over water?

It is difficult to think of the accomplishment of Lindbergh without giving a thought to the two gallant French aviators, Captains Nungesser and Coli, who gave their all in an attempt to accomplish what no other had undertaken—

a non-stop flight across the Atlantic. Aviators throughout the world join with France in paying tribute to the memory of these two aces who have been lost to the world. That Fate was against them only accentuates the difficulties of the problem that confronted them.

Many honors have been bestowed upon Captain Lindbergh by the United States and foreign governments and aeronautical societies, and the modesty and simplicity with which they are being received has impressed the world.

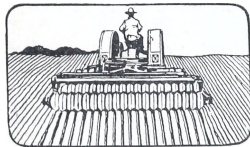
Lindbergh's flight has demonstrated the possibility of long flights by air. However, to successfully accomplish flights of this type two requisites are necessary: The pilot should have the character and training of Lindbergh and should have a motor in his plane that will run, and run, and run, and never stop until the journey is ended.

CURRENT MONEY CIRCULATION

Money in circulation in the Philippines on May 21 was P145,970,944, according to the insular auditor's weekly summary, and P146,405,784 on May 14. The P145,970,944 included Philippine coins, P21,297,323; treasury certificates, P91,456,388; banknotes, P33,217,233.

José Paez, manager of the Manila railroad, announces an early expenditure of P500,000 for 50 freight cars and three large locomotives of the type of the three just put into use that were bought last year for the growing main-line traffic.

Maurice Newton, of the banking firm of Hallgarten and Company of New York, spent six weeks in the islands and left Manila for home May 28, declining to give out the terms on which the interests he represents are trying to acquire of sugar centrals financed by the Philippine National Bank in Negros. B. Haldane-Duncan, who made the Hallgarten-Schroeder proposal to take over this group of five big mills, has also gone away after an extended visit here, the second in recent months. The deal remains pending, apparently, but not closed. The company got its interest in Philippine investments from handling insular bond issues, an activity which has been in its hands since 1921, during which the public debt has been practically doubled by issuing four-percents, non-taxable.



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Bikolandia: Future Philippines Playground

By PERCY A. HILL

Bikolandia is the regional name of all of Luzon island south of Hondagua and Aloneros. It comprises Camarines Norte, Camarines Sur, Albay, Sorsogon, and the islands of Catanduanes. It is the region where the Bikol people live and the Bikol language is spoken, in various regional dialects. Comparatively easy of access by land and sea, it is a land of hemp and coconuts. The topography is broken, the rainfall distributed throughout the year. Rice fields claim the lower valleys of innumerable streams. Above them, the glossy-leaved plantations of Manila hemp and coconuts give the region a genuine tropical setting. The towns are solidly built. The Bikol people are quiet-minded, content to take life easy. The region has a great many picturesque volcanoes. The intervening plains are extremely fertile, and verdant throughout the year.

There are, of course, frequent hot mineral springs. The natural beauty, lending itself to the ends of home-building, the springs and the climate and outdoor pleasures offered, all indicate Bikolandia as the future playground of the Philippines.

Camarines Norte is a neglected corner of the islands. Discovered by the gallant Juan de Salcedo in 1672, he found such towns as Paracale and Mambaulo already famous for their gold washings. The towns clustered around Daet should have prospered, during 300 years of peace, but the population even today does not exceed that of single towns in other regions of Luzon. The mountain barriers retarded progress. The aboriginal Negritos held possession of these, and Moros from the south often made depredations along the Bikol coasts.

Bound by heredity and environment, yet bountifully provided by nature, the people learned their contentment long ago, and a lack of interest in agriculture and industry is the consequence. Lack of transportation was a factor, too. In ancient days, only sailing craft; later, a few crazy steamboats; so that the people have had no means of mingling with their neighbors beyond their provincial boundaries.

As soon as Camarines Norte is linked up by good roads and the extension of the railroad, it will be much more important than at present—with its slash-and-burn farming and its extensive vacant lands. During six months of the year, while the *nortadas* blow, the province is practically cut off from the outside world, for travel is difficult and perilous. Chinese control the commerce, and share in the carrying trade. Land-hungry Ilokanos to the number of 100,000 would put Camarines Norte on the map—make it a second Albay.

Camarines Sur is a succession of fertile volcanic plains set between Mount Isarog and Mount Iriga and the range bordering the sea.

The soil is excellent for diversified crops, yet rice, *Camarines Sur* to which a great part of the province is planted, does not seem to give as good returns as in other provinces. This is no doubt due to capillary irrigation keeping the soil constantly moist and preventing the annual seasonal effect so beneficial to rice culture.

Naga, formerly Nueva Caceres, the capital, has the true aspects of a city. The buildings are exceptionally good. Naga has a cathedral, churches, parks, monuments, colleges, a seminary. There is a large business community, chiefly Chinese.

Upon the arrival of the Spaniards they found the "land of Nebuy" well settled by Indonesians, and the barrio system, the Malay unit, well established. The fertility of the soil plus the peaceable population induced them to found a bishopric which served, and still serves, the four provinces forming Bikolandia. Field and forest produce, an excellent climate, easy access, for those days, by sea and river, were the main inducements. The inhabitants have more of



Bewitching Highways of Bikolandia: The Ammen Transportation Company Maintains Regular Schedules Over These Excellent Roads

the Indonesian than those of the Daet sector, and produce enough rice for local consumption, the surplus going to Albay. There are many interesting old towns such as Nabua, a corruption of Nebuy. The hot sulphur springs at Buhi are well known locally and deserve a visit, in their picturesque setting.

The province of Albay, with about the same population as Camarines Sur, is a series of volcanic plains lying between and around the line of volcanoes including Masaraga,

Albay Malinao, and the queen of all *The Beautiful* volcanoes—the Mayon. This most symmetrical mountain in the world sweeps up from the sea level 8,000 feet, its crater being often topped by a plume of smoke and steam. The vagrant clouds from the Pacific form at about 3,000 or 4,000 feet, leaving the peak detached as it were, and no matter where the traveler goes in Albay his eye is enticed to this fascinating cone. It is as if some Titan had filtered sand thru a giant funnel. Its eruptions have fertilized the surrounding country as well as devastated it since the dawn of time. The last great eruption took place in 1900, the lava pouring down the ravines into the sea and deluging the shores in clouds of steam. This was at the time of the American occupation, and sand and stones fell to a depth of six inches over the valley. The capital, Albay, close to Camp Daraga, the latter with its church built on a rocky scarp, and the port of Legaspi, form a triumvirate of towns that should be united for administrative purposes. Americans in Albay nearly all live at Camp Daraga, which has its cool breezes, green lawns and golf links to boast of, as well as a good climate.

Albay has many well built towns, all connected up by good motor roads. Even along the shady roads are solidly built houses of stone, the work of former generations, especially on the road around

Provincial Sights Mayon, which is a practical triangle of 20 miles with Tabaco, Legaspi and Ligao at the angles. Along these roads bloom, amid the glossy abaca, rustling palms and graceful bamboo, such flowers as hydrangea, poinsettia, hibiscus, and the *lantana*—known as *Coster's Curse* in the South Seas, and probably brought in by some visiting ship. In the Sula pass are the sea gardens, with twenty kinds of coral and myriads of orange and black, scarlet and electric blue fishes. Excellent sea fishing abounds off the coasts and between the islands of Kaguray, San Miguel, Rapu-Rapu and others. The red snapper, the *pampano* and the *rompedadema* to attract the deep sea angler. Snipe and duck hunting are to be had in the marshes. At the foot of Mount Malinao, a few miles from Tabaco, are the hot springs of Tiwi, probably the best in the islands, and spoken of by Jagor in his book describing the Philippines in 1867.

This peak, Malinao, was once active. Only last year part of the crater walls gave way, inundating a vast area of arable land and leaving it a cobblestone waste.

The islands off shore, such as San Miguel, Bataan, and Rapu-Rapu, plainly show the effect of the volcanic break which forced them off from the mainland eons ago. This is per-

haps why the coal seams of Bataan pinch out so rapidly. There is quite an American and Spanish colony in Bikolandia—nearly fifty of the former having gathered for last year's Fourth of July celebration. According to the Spaniards, there were about 1,500 of them located in Bikolandia formerly, but the colony has dwindled to about 300. Nearly all agree that the merchant tax is driving them slowly but surely out of business, which is rapidly becoming absorbed by the Chinese.

There are other shapely volcanoes in the world, Colima in Mexico, those of Java, and Volcan de Agua in Nicaragua, but none can bear comparison with Queen

Mayon—The Queen Mayon. Sweeping up from sea-level in a mag-

nificent contour to nearly 8,000 feet into the blue heavens, it is a sight that remains printed on the memory. Deep in its depths, the great god Vulcan bides his time and breaks forth with periodical eruptions. The Spaniards called Mayon the Volcan of Albay.

The eruption of 1814, as described by Father Francisco Argoneses, the valiant parish priest of Cagsaua, is interesting. Thirteen years of inactivity had lulled the people into confidence. They had planted the slopes of Mayon till it resembled a garden. The prosperous town of Budiao was near the foot, and that of Cagsaua some 15 miles away. The first of February dawned calm and beautiful. There had been rumblings, but the people paid no attention, thinking it would come to nothing. At about eight o'clock in the morning, an immense column of sand and stones suddenly burst forth from the crater, and at the same time great clouds of heavy volcanic gas and smoke descended the crater and moved upon the doomed towns. The height to which the debris ascended in the atmosphere was enormous, for almost at once a terrific bombardment of igneous boulders weighing from two to 20 tons inundated the landscape. Some idea can be formed of their trajectory: Cagsaua is some 15 miles away in a direct line from the crater, and they must have risen some 22,000 feet at least.

The horizon darkened to the hue of midnight. The terror-stricken population of the towns attempted to flee, using such means of protection as buffalo-hides, tables and chairs which were of no avail against the 10-ton boulders. Hundreds were killed in their flimsy houses, 200 perished to a man in the church of Budiao, and 35 in one house alone. The church of Cagsaua, and the tribunal, claimed many victims as the boulders crashing through the roofs buried all alike. By one o'clock, although dense clouds of cinders and red ash still fell, it was possible to see the havoc caused. Hundreds lay maimed and dying, with broken limbs and bodies. Others lay dead where they had been struck. Twelve hundred

lives had been blotted out, and 1,000 more died from their wounds. The towns of Budiao and Cagsaua were a heap of stone, the debris in the former town being as high as the tops of the coconuts. Camalig, Albay and Guinobatan were in ruins, rivers were changed, and the arable land lay under a blanket of debris from six to 30 feet deep. Twenty thousand people were dispersed. Ashes fell as far as Manila, Bulacan and Pangasinan, 400 to 600 kilometers distant.

The ruins of Cagsaua bear mute evidence as to the sturdy building of the Spanish friars. The erect but ruined tower, the tribunal and the gables of stone houses still remain. The ruins a few meters away from the main of Cagsaua road, and are well worth a visit.

In 1914 the site was declared a provincial park and part of the vegetation cut away, but this has again grown up and the stems of the balate and lantana twine themselves as if in an effort to complete the ruin. All round as far as the eye can reach lie the igneous boulders ejected on the day of terror a century ago, which claimed so many lives. They lie so close in places that the scanty vegetation can scarcely find root. One can easily imagine the sight that awful day. The dense volcanic clouds, the fleeing population, the flying boulders, the lightning playing incessantly about the angry cone, the dead and the dying, must have made a scene both terrible and magnificent.



Where Mayon Buried a Town: Building Buried to Eaves in the 1814 Eruption; Inset, Bell Tower of Cagsaua Church

It is vividly described in the tense sentences of the valiant friar, Aragonese. For some years there was a popular song in Bikol, referring to the eruption. The remnants of the people of Cagsaua moved to Daraga and built the fine church of that town. But today Mayon, while it may brood over the past, is still the magnificent and the peerless, searing the blue with its matchless cone, the queen of all volcanoes.

San Miguel Estate, in its exquisite setting on the island of San Miguel, is not only a thing of beauty, but an object lesson in coconut plantations. Here, copra not only is produced, cured, sacked and shipped in a workmanlike manner. More important, every single operation from climbing the trees to sewing the sacks is on a business scale with each operation and its cost-production figured out to a mathematical nicety. When the recently planted areas come into bearing, they promise to make the place one of the most profitable of Philippine plantations.

The winding roads, clean rows of palms, the bluffs and inlets of the shores, the colonnaded new plantings, all this is worth going far to see. Across the shimmering five miles of bay toward the mainland, the grand and imperial bulk of Mayon rises in what is probably its finest setting for the play of cloud and shadow.

Behind the succession of mountain masses south from Albay lies the province of Sorsogon, the province of abaca and peninsulas. Across

it runs a good road newly constructed and opening up new areas to hemp and coconuts. It is also rumored that a start will be made at the rubber industry, but perhaps it will be best to wait and see what the politicians who received all the rubber seedlings from the bureau of agriculture will accomplish first. While Sorsogon is preciously a hemp country, there is always the reminder that hemp is a dying industry, except perhaps in the land of long fiber—Davao. The loud slamming of the door by the politicians after the horse had been stolen served no other purpose than to show they were more victims of leuthero-mania than exponents of a sound economic policy. Sorsogon and the Catanduanes, however, possess large tracts of public land that will one day swell the export crops with their produce, once the real pioneers take hold and tame the wild lands to produce revenue instead of remaining a potential liability as they now are.

In spite of their being cut off from Manila until the opening of the railroad, the Bikolanos have made great strides in potential well-being. They retain many old customs, they still dress gaily for the ancient church fiestas in the costumes of bygone *cofrades* and church ceremonial. The se of Nueva Caceres has always looked after their well-being as it has

rates, to stimulate freight volume and induce development. But this region, Bikolandia, is entitled to be better known and will repay acquaintance on the part of Manilans. It is certainly worth the seeing, perhaps in preference to Baguio, on a slogan of *See the Philippines Before Sizing Them Up*.



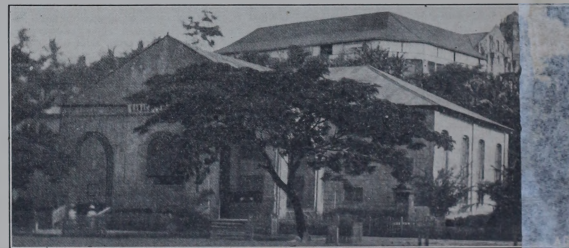
Legaspi: Mayon in Background

RELIGIOUS PROPERTY EXEMPT FROM TAXATION

	Amount of Taxable	Amount of Tax Exempt
	Jan. 1, 1925	Jan. 1, 1925
Albay	138,150	1,000
Antique	1,250,810	5,000
Bataan	355,440	2,000
Batanes	355,870	1,000
Batangas	27,580	5,000
Bohol	1,136,480	5,000
Bulacan	2,213,890	19,000
Cagayan	1,925,840	12,500
Camarines Norte	3,563,960	31,000
Camarines Sur	218,680	1,000
Capiz	1,684,740	1,000
Cebu	1,339,880	21,000
Iloilo	1,674,510	5,000
Iloilo Sur	5,269,530	10,000
Ilocos Norte	846,000	1,000
Ilocos Sur	1,541,180	1,000
Isabela	4,961,020	10,000
Laguna	574,710	1,000
La Union	1,543,190	1,000
Leyte	491,530	4,000
Marinduque	1,886,320	15,000
Masbate	171,660	1,000
Mindoro	83,390	1,000
Misamis	106,860	1,000
Nueva Ecija	1,211,290	10,000
Oriental Negros	264,150	3,000
Palawan	743,380	1,000
Pampanga	199,590	1,000
Pangasinan	2,127,780	10,000
Rizal	4,108,690	1,000
Romblon	3,391,680	1,000
Samar	115,290	1,000
Sorsogon	1,408,480	1,000
Surigao	1,408,480	7,000
Tarlac	843,620	351,260
Tayabas	476,810	4,000
Zambales	1,619,630	14,000
Zambales	186,010	1,000
Total	¥50,408,889	400,000

their spiritual needs. And there are many Americans located in Bikolandia, more than in any other Philippine region, perhaps not even excepting Davao, whose outlook is broader and truer than that of the dweller in Manila, confused as the latter's is by the sirens and steam whistles, the propaganda and the fairy stories of politics.

What Bikolandia needs is the railway connection between Aloneros and Passaco, with a real express service. Instances cited by aggrieved patrons seem to indicate the need of adjusting



Fine Parish Church of Daraga, Built by Refugees from Cagsaua, after Mayon's Eruption in 1814

Population and Resources of Bikol Provinces

Rain throughout the year is one of the prime advantages of the Bikol provinces in southeastern Luzon. A visit was made to them in May, when residents remarked the dry weather prevailing. It really was dry in Manila, but not in Bikolandia. There it was never a season of intermittent showers. The whole landscape was lush with green wherever the eye roved; rice was seen in every stage of cultivation, fields being plowed here, planting in progress there, while not far away the ripe grain was being harvested. It is a valley crop, on the hillsides and mountain slopes groves of coconuts and wild fields or plantings of Manila hemp, abaca, gave no evidence of a particularly parching drought; they glistened emerald in the sun, or the passing showers pattered down on their receptive but unthirsty leaves.

The mountains are not lofty enough to constitute barriers such as cause the northwest coast of Luzon and the central valley to bake throughout the period of the northeast monsoon; northeast or southwest monsoon, Bikolandia has its rainfall, for there are many lofty volcanoes scattered about to condense the moisture and cause precipitation. The weather charts attest the fact. Experiments in growing rubber are being undertaken. The region is sometimes pillaged by typhoons, which might be a drawback to the industry, but it would never languish for want of sufficient moisture.

Vast acreages in this fertile region lie fallow, but before taking this up further it is desired to state the population according to the census of 1903 and that of 1918.

Province	Area	Population 1903	Population 1918	Per Sq. M.
Albay	1783	240,326	323,234	181
Camarines N.	3279	239,405	278,414	83
Camarines S.	755	120,495	178,443	236

Areas are in square miles. In each census the two provinces of Camarines were listed as Ambos (both) Camarines, their political separation having taken place subsequent to the census of 1918. They had been separate under Spain, but were united under the United States until a few years ago. Coastal islands including Catanduanes are counted with Albay. The population in 1903 was 600,226, and in 1918 it was 772,491, a numerical increase of 172,265 inhabitants in the whole region during 16 years. On the basis of the population of 600,226 in 1903, this was an increase of 28.7 per cent, or 1.8 per cent per annum. This is somewhat below the norm which may be safely taken for the basis of estimating, from either census, the present population of any region in the Philippines without considering immigration or emigration.

It is evident that during all this period of 16 years there was practically no immigration into the Bikol region. The same circumstances prevail today, immigration is nil. What migration there is seems to be outward, and no doubt it is labor going to Manila or into the Visayas—a paradox such as one would have to come to the Philippines to find, as its only parallel, perhaps, exists in the pioneer period of America. This, however, is not a true parallel, because the men in the United States who pushed westward through thinly settled Ohio and Indiana did not do so for wages, but for homes; and in Bikolandia it is wages that are drawing young men away from the native provinces where public lands of the United States are the greater portion of all lands, and therefore from a region where homesteads should abound.

On this point expert counsel has been taken. The public lands are in such a state that even a man of education, accustomed to deciphering geographical maps, could not select a homestead and be certain that he was on public land. He would have to employ technical aid, at fees beyond the pocketbook of the peasant; so that, though the land is there and the peasants too, home-getting doesn't progress much. Diligent

inquiry was made on another point, whether any of the provinces were making any official effort to induce immigration, and negative answers followed each inquiry, the explanation being made that such matters were not of interest to the officials.

The people who do live in Bikolandia, the Bikols, are contented and happy; there is certainly no lack of employment, and small reason for anyone to work very hard.

The principal crops, of course, are abaca, coconuts (turned into copra), and rice. The data of the bureau of agriculture are published for 1910, 1919 and 1926:

Year	Ambos Camarines		
	Abaca Piculs	Copra Piculs	Rice Cararas
1910	269,202	67,341	525,770
1919	230,019	91,348	608,780
1926	341,370	171,200	1,388,100

Year	Albay		
	1910	24,563	14,663
1919	415,738	229,907	503,980
1926	463,310	198,900	1,002,400

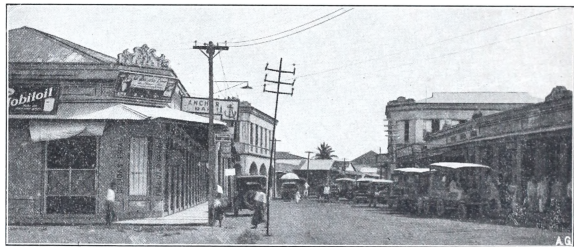
Year	Sorsogon		
	1910	387,172	95,753
1919	324,534	94,024	161,630
1926	282,300	75,700	383,400

The incursion of rinderpest contemporary with the American occupation of the Philippines, or just preceding it, decimated herds of breeding and work cattle and carabaos throughout the Bikol region and forced owners of even

With a cash capital of ₱100,000 one might expect to double it quickly by judicious trading, always confining his deals to coconuts, unless experienced in rice and hemp. Mortgages even on big holdings that occasionally go under the hammer are usually less than ₱100,000, nor need they be fully redeemed by the purchaser, so that with such a sum a man might find a good deal of profitable entertainment in a region so wanting in cash capital. Unless he demanded city pleasures he would also find it a delightful place to live.

Among the world's farm crops copra stands almost unique, in that while the cost of producing it is very moderate, there never seems to be a sufficient supply and the market is therefore always several times the production cost. The stuff turns out about two thirds of its gross weight in coconut oil, and there is left a highly prized animal feed in the copra cake or meal. The oil is a prime vegetable oil and the market for it is governed by the world's demand for vegetable fats, which increases as the world fills up, and, especially in the United States, towns turn into industrial cities. The current quotations for both copra and meal will always be found in the *Journal*. It is only necessary to say that the stuff has always been on the free list of American tariffs, and that the cost of production is below ₱3 the picul. Exceptional palms sometimes fruit within three years after planting, whole groves are in bearing in eight years, and 100 to 120 palms to the hectare are the optimum number.

From a very moderate acreage one may be assured of a decent livelihood. Competition is such in the conversion of copra into commercial products that the maximum market is always assured the grower. It is good bulk cargo, stows well, and enjoys low freight rates. One enemy, the coconut beetle, attacks single trees. The experienced eye can detect its



Main Street in a Philippine Town: Legaspi at the Siesta Hour

considerable estates to let their lands go for taxes, they having lost the means of keeping their tenants in the fields. Cultivation has never since reached its former proportions, and in the region that, if tilled diligently, would supply the archipelago the rice it is compelled to buy abroad, whole shiploads of rice are annually imported from Saigon. Yet the tendency of owners of large estates is away from rice, not toward it; they look to the ready cash to be had for copra and abaca and prefer these export crops to the principal food crop, rice.

Rice is an owner's crop, the small-holder with children and a spouse to help him can do best with it. Yet the rice lands of Bikolandia are rated above abaca lands. Remote from convenient transportation they are comparatively cheap, but the rice lands the visitor sees along the railroad and the highways, like those adjacent to the navigable rivers, bring from ₱20 to ₱250 the hectare. Abaca lands range hands at ₱50 to ₱100 the hectare, and coconut groves are sold by the tree, prices ranging between ₱1 and ₱5, according to location, in part, but more in accordance with the seller's necessities. From what was learned, it would seem that bargains are often on the market, that bearing groves on single large acreages can be had for cash frequently at a fraction of their ordinary market value.

presence in the crown of the palm and destroy it before the damage spreads. Care in reasonable amount maintains groves in full bearing, the life of the palms being longer than the life of man. Much is being claimed for the African palm, that it is superior to the coconut; but no alarms need be felt, for if this is true the African palm too can be grown in the Philippines.

The break in the Manila Railroad line into the Bikol region extends from Aloneros to Pasacao, about 141 kilometers. It is planned gradually to narrow and finally eliminate this gap altogether, in the next few years, the road issuing its debentures for the purpose. Residents of the region say that this improvement will open wide new areas of fertile farm lands little cultivated at present because of isolation from transportation. It would be regrettable for the road to undertake the expense unless its efforts were supplemented by an immigration and homeseekers policy that would populate the new hinterland with thrifty farmers. Once more the *Journal* points out, referring to its paper on this subject in the May issue this year, that the compulsory migration from the Ilokan region is 25,000 persons annually, that these people are farm peasants and that they would prefer to go to places in the islands where they could get small farms, rather than to go abroad for mere wages and leave their families behind.

As to highway transportation in Bikolandia, it is thoroughly organized by the American Transportation Company, owned by A. L. Ammen, whose trucks run on schedule over all routes at two centavos the kilometer per passenger. Truck express service is maintained over the long routes, the public enjoys the greatest assurance of courteous and reliable service. The highways are well maintained, travel is cheap and comfortable. The road from Pamplona, Camarines Sur, into Pasacao, on Ragay gulf, is the best of large quantities is available, to be possible to leave Legaspi in the afternoon by train or express truck to Pasacao, and get a night boat there to land one in Manila the following morning. It is not want of transportation that will make the region advance slowly, but lack of population. An advantage of linking up the railroad ought to be the direct shipment of cattle by night trains into Manila. The region has extensive grazing lands and might produce large quantities of beef, but at present the cattlemen deliberately limit their herds because transportation facilities beyond the region's boundaries practically exclude them from the Manila market.

"I have about 500 head of grade Indian beef cattle," one planter said, "and could just as well have 5,000 head, but it doesn't pay." Meanwhile 60 per cent of Manila's beef supply comes from abroad. If the contract, 20 per cent, for cattle importations from Indochina is severed, the holder has announced, this would leave 40 per cent of the supply coming from Australia, chiefly because of the mean facilities offered local cattlemen to ship to Manila.

Listing the lands of Bikolandia by the forestry bureau's classification, in hectares:

Albay: Commercial forest, 53,308, alienable 20,408; noncommercial forest, 98,679, alienable 75,179; cultivated, 89,294 (35.4%); open land, 11,004, alienable 11,004; mangrove, 240; total, 252,523 hectares.

Camarines Norte: Commercial forest, 140,120, alienable 5,320; noncommercial forest, 38,560, alienable 35,560; cultivated, 20,824 (10.3%); open land, 480, alienable 480; mangrove, 1,860; total, 201,800 hectares.

Camarines Sur: Commercial forest, 193,876, alienable 78,676; noncommercial forest, 105,275, alienable 96,476; cultivated, 141,717 (26.3%); open land, 91,641, alienable 88,641; mangrove, 4099; total, 536,609 hectares.

Catanduanes (elsewhere included with Albay): Commercial forest, 112,242, alienable 15,142; noncommercial forest, 2,925, alienable 2,425; cultivated, 28,205; open land, 2,720, alienable 2,500; mangrove, 1,020; total, 147,112 hectares.

Sorsogon: Commercial forest, 27,798, alienable 10,998; noncommercial forest, 50,840, alienable 42,340; cultivated, 101,811 (53.9%); open land, 6,240, alienable 4,040; mangrove, 2,122; total, 188,811 hectares.

In this magnificent timber region few mills are operating, though the ordinary run of the cut will lay down on the Atlantic seaboard at \$130 or thereabouts per 1000 board feet, freight less than \$30 all told. Such are the opportunities. The Cadwallader-Gibson company operates two mills, combined capacity 57,000 board feet daily. Worrick and Payne have a 3000-foot mill; the Catabañan Sawmill's capacity is 10,000 feet, that of the Pinagdapien Sawmill is 12,000; Ruiz and Rementeria's mill cuts 8,000 feet at capacity, that of M. Dy Liacco 5,000, that of the Albay Gulf and Pacific company 8,000. That of the South Catanduanes Lumber Company 2,000. The sawmill business is evidently in its infancy. Again the railway extension would be of assistance.

Visitors are astounded at the condition of the ocean ports, Tabaco and Legaspi. They have been opened to ocean vessels, there is a customs service, but the ports are unimproved, the harbors likewise. Engineering difficulties are presented. If these are insurmountable then the business of handling cargoes will always take a heavy toll. Depths are great, in the harbors, even near shore, in anchoring, hundreds of fathoms of cable must be paid out, there are no riding lights, so that the utmost vigilance on the part of masters is required during heavy weather when ships may drag their anchors,

to prevent their piling up shore. Against emergencies a good head of steam must be maintained, so that at any moment ships may put out into the open roadstead until calm waters make the approach to shore safe again. Even the approach to Tabaco is not marked, delays are encountered by mariners in ascertaining the passage.

Once in, the poop of a vessel is rained up to a bamboo runway set up on bamboo stilts and supporting a wooden-rail track on which men push small flatcars back and forth to a bamboo-slat platform next the ship, where a dump is maintained from which teams of *pingamen*, with their palmbrava porter's staves and rattan loops for the bales or cases, carry the cargo to the hold. It is same in unloading, the process merely being reversed.

All these men must draw at least one peso each per day, the labor expense and the time involved are surely excessive. The bamboo runway is supplemented by an odd device. Lighters are brought to shallow water, where sea-going carts pulled by teams of three carabaos each lurch up alongside and fill them. Then these lighters are pulled over to the ship's side and the cargo is placed aboard. Of an interisland ship it was observed that a shoreboat had been made of one of the lifeboats and a temporary tackle for hoisting copra and abaca spardish was devised on the davits with some spare hooks, blocks and cable. Nothing could

be more cumbersome. It was learned, too, that for an ocean vessel to discharge a cargo and load another spoils the better part of two weeks during all which time, through a great part of the year, she must be on the alert against squalls and the necessity of pulling out into the roadstead. Such is the neglected condition in which the insular government, extracting large revenue from the products of Bikolandia, has, up to date, left its leading ports.

The aspect of all the towns is pleasing, bespeaking the languid contentment of the people with their ample prosperity and their trust in their ancient culture as influenced by their adoption of Christianity. There is the broad open plaza, the brooding church and convento beside it, and for the rest, the rows of two-story buildings, stone below and lumber above, sometimes arched over missing sidewalks where pedestrians take to the streets or step gingerly among the broken granite slabs. It is indeed much like districts still found in Manila, and it is alluring in character, something to be modified without ever being destroyed. Agents and factors of Manila houses occupy some of the buildings on main street in port towns of Bikolandia, their warehouses are below and their living quarters above. There are a few Spanish establishments, the rest are Chinese almost exclusively. Chinese, it is seen at a glance, have the business of the region; they are Divas in Bikolandia, and others get the leavings.

The "Negros": Drown the Women and Children First

The interisland steamship *Negros*, 312 gross tons, coastguard vessel built for the insular government about 25 years ago and purchased some five years ago by the Yanco company, capsized and sank May 26, two hours out from Romblon bound for Manila "through the north channel of Romblon steering toward Banton sound," according to the Chief Officer S. de Guzman's sworn statement, who saved his life. The *Negros*, Guzman says, developed a heavy list to starboard two hours out of Romblon. In the heavy weather, coming on suddenly, a maneuver to starboard and then to larboard (which he says the captain, Juan Altonaga, ordered) served but to accentuate the list so that the vessel could not be steered dead ahead again, and toppled over, sinking within two minutes.

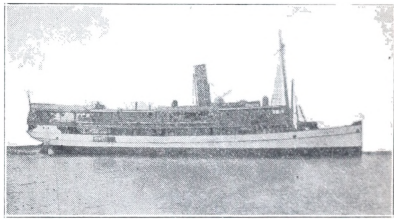
The heavy list caused panic among the passengers. The lifeboats were not got down for them, most of them either drowned or were eaten alive by sharks; and of these helpless victims of the tragedy, many, if not most, were women and children, it appearing from accounts to date that only seven women and girls were saved. Yet the *Journal* feels in recounting this fact that much may be forgiven the men, the danger seemingly having appeared without the least premonition. The subsequent panic having been sudden and terrible. Guzman himself, seeing all was lost, made his way from the bridge through a port and onto the last of four life rafts launched, and largely occupied, by frantic members of the crew. In his own affidavit as published in the *Tribune* he does not say that he rebuked the crew or tried to restore discipline so that the obligations to the passengers could be undertaken, the panic wholly to have possessed him: "As the sailors were crowded on the four life rafts while others were still swimming here and there, I ordered them to distribute themselves equally on the four rafts and to give room to those still in the water."

Altonaga and his two sons, returning to school with their father from vacation in the provinces,

went down with the ship. It is abundantly testified he had his pistol in his hand, and the absurdity that he killed his children and then himself cannot be believed while there is every reason to surmise he was desperately trying to enforce discipline, perhaps, if not certainly, to get the boats down and the passengers into them. About eighty-seven persons seem to have saved themselves on the four rafts. The *Tribune* of June 5 fixes the crew at 29, and 22 are among the saved, together with 13 student officers. An official of the company has been quoted as saying, in effect, that these men were experienced and could keep their wits about them, so that they were able to save themselves, while the inexperienced and terrified passengers were not. This may be taken as an unconscious cynicism, or as a testimony to the cheapness of human life in the islands.

The saved to the number of 87 were taken on to Masbate on the company's ship *Sontua* making her regular run one week after the catastrophic, with a committee of investigating officials aboard. The *Sontua* brought these passengers and the committee back to Manila June 7.

The saved drifted two days on the rafts and were naked and famished. They drifted to



The "Negros"

points on Bondoc peninsula, Tayabas, where the inhabitants succored them until the tardy relief from Manila and other points was proffered. Bodies of the lost had already drifted

(Concluded on page 12)



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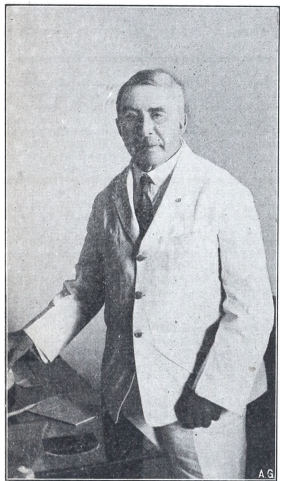
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GENERAL WOOD'S DEPARTURE

Major General Leonard Wood became governor general of the Philippines October 15, 1921, six days after he was 61 years old, his birthday being October 9, 1860. On May 28, this year, when he had been at the job of the executive administration of these islands five years, seven months and thirteen days, he left Manila with Mrs. Wood for a four-months' visit to the United States, expecting when he departed to return to Manila in September. His plans were to visit the President at the summer Whitehouse in the west, to go to Washington and confer with the secretary of war, and to go to New York and other points on more personal matters—affairs of business and visiting with relatives and friends.



General Wood's memoirs, if he decides to put them into manuscript, are a matter of great concern in the publishing world. It is quite possible that some bid for them will be accepted and some announcement made while he is in America. Moreover, he is not physically so hearty as he once was; he underwent two surgical operations late last year, his paralysis grows no better; though he was mentally in fine fettle when he left, and though he then had

every intention to return to Malacañang, there exists the inevitable conjecture that circumstances may combine to alter his plans and cause him to remain in the United States. Come October 9, he will be 67 years old. The accompanying photograph of him was taken May 27, the day before his departure. The bust in the lower corner is a reproduction of the painting by Amoroso made in the early period of his administration.

On the afternoon of May 28, General Wood had the foreign correspondents up to Malacañang. He sat out on the west veranda and talked to them. They shook hands, took seats in a semicircle and were almost like bashful boys. They knew, of course, it was a precious moment—which General Wood extended into more than half an hour—but their questions were few and diffident, far from the point.

"Do you plan to get a great deal of rest in America, General Wood?" This brought out the humorous twinkle of the eye and the quizzical wrinkles. They knew, he said, how much rest he should have, whatever his plans might be. But the ice was broken, General Wood began to talk.

The subject was his administration and the present condition of the islands. There was an interlarding of remarks on politics.

"You have not seen my annual report for last year, it isn't out here yet. It tells of conditions. I find the country prosperous, the people contented and happy, willingly cooperating. I say that there has been

cooperation from both the people and officials, including the legislature; any talk of stalemate here is absurd. The legislature passed quite a number of bills, some of which I could not approve. This only signifies an honest difference of opinion; it occurs everywhere—everywhere that men have a right to their opinions. Such differences can't be construed into noncooperation. We were able to agree on a great many things."

He was assured by correspondents recently in the provinces that international feeling was good, that the people never had held him in higher esteem. (While the subject was not mentioned, this really referred to opinion developed by the board-of-control incident and the procedure of Malacañang subsequent to the decision of the supreme court sustaining his abolition of the board last November.)

Stating that the finances of the government were satisfactory, the cash surplus large, General Wood adverted to the fact that taxes can be made no higher, nor the government revenue much increased, until there is further economic development.

"I am opposed to exploitation, which must not occur, but we need more capital here to develop our natural resources, not to exploit them, and the people need to be informed that American capital is not foreign capital. The people have made tremendous progress in the past 25 years, I don't recall an historical parallel to what they have done, with our assistance and encouragement; but notwithstanding this, much remains to be done—in health, education, public improvements—and it can only be done with greater revenues, to be had from greater development and utilization of our resources."

This reminded him of a letter he had received recently from a Dutch expert who had visited the Philippines, who wrote that under the Dutch system of administration the tobacco crop of the Cagayan valley would be worth hundreds of millions of guilders a year. He remarked a mere beginning in improvement of the crop, he had recently been shown premium leaf grown from the same seed as was the leaf in an adjacent field but bringing ten times as much on the market because of care in growing and curing.

A great obstacle exists, he found, in reaching the people, for the want of a common language. About a third of the school population was to be found in the public schools, the people manifested eager desire for education and the schools were packed, but the time hadn't arrived when an understanding and use of English was universal. Differences in native dialects were marked; he had more than once taken the Apo, with a command of half a dozen dialects as well as English and Spanish among her officers, into towns where they found no one to whom they could talk—until somebody who had been away to school and was able to speak English turned up.

"I wish to give a wide distribution to the President's letter on the plebiscite bill, the only way this can be done is through translations. It is a question of time, this medium to reach the people. I think the radio will help. Those who have knowledge of English or Spanish can receive information and news and convey it to the people in their own language."

Reference to the Apo elicited a query as to how many miles he had traveled on the trips of inspection during his administration. No exact record had been kept, single voyages had been 3,000 miles; altogether they would total several voyages around the world. He had been 17 times to Culion alone, purposely going there frequently to relieve the dull routine of the patients' lives. Culion was now far different from what it was five years ago; its drab aspects were gone, the people had an air of genuine cheerfulness; there were seventeen doctors where there had been two, and some 3,000 patients under treatment where there had been 17. More than 1,000 patients have been discharged, cured. In the United States he didn't want to make many speeches, but he certainly would speak in behalf of the lepers. He had confidence in the committee now engaged in raising money for the colony at Culion, he wanted to help too. Leprosy could be stamped out, and a great humanitarian work accomplished like that of ridding America and the West Indies of yellow fever. It must be done. He appreciated what the legislature was doing, out of all the money voted for public health work more than a third had been voted to Culion.

The trouble was that the revenues were too low to meet all the claims upon them, yet it had been found that 70 per cent of leper cases found and treated in the early stages could actually be cured. Ninety per cent respond to treatment; the work was approved and admired by the medical scientific world, with success in sight success must be achieved.

One old Filipino he wished to mention, Casatanova, who had done a



great deal for the colony and yet was never in the publicity. He had gone down there and opened truck farms that were now supplying the colony abundantly with vegetables—more than could be consumed. An excruciating duty was the isolation of the children born to leper parents, since they are all born clean. This thought brought unstinted praise of Dr. Fabella of the welfare Bureau, who is charged with responsibility for the care of the 300 children brought up to Manila and is looking after them well. Eventually they must have homes, better an ordinary home than an institution—such a place, as he had found with the orphans in Havana, was the last place in which to bring children up. Roads were required on Culion, since it isn't a small place, as many suppose, but is 18 miles long and eight or nine miles wide, a sizable island; and when roads are built and jitneys installed to carry the patients into the colony center for treatment, then the patients not too far gone can live out on little acreages of their own and enjoy home surroundings.

Finally, everything in the Philippines was going well; he had just wanted to get the correspondents together for a little farewell chat. Play the game, boys; everyone must always play the game. He had absolute confidence in Vice Governor Gilmore, "your new governor general." Goodbye, then, until September; and carry on, there's nothing like seeing the thing through.

The pleasant attitude of imperturbable patience and the restive purpose to accomplish great designs were equally manifest as General Wood rose at last from his chair to bid his visitors adieu and receive their good wishes for a happy trip and early return. He rose slowly, painfully—"that dashed auto accident was pretty bad after all, I told Read to get me out carefully, for I believed I was broken somewhere!"—but he had a light word of jest or railleury for each scribe as they filed by the table against which he leaned for support.

That was General Wood on his last afternoon in Manila. *Journal* readers see him here as he then looked. The motor accident had happened three weeks before, when he was returning to Manila from summering in Baguio. South of Baliuag the driver lost control of the car, which bolted into a deep ditch and turned part way over.

General Wood was badly bruised and jostled. Major Burton Y. Read, U.S.A., was with General Wood in the car.

AFTER FIVE O'CLOCK

A. T. Sylvester, acting director of public works, has denied an assertion to the Manila Yacht Club to lease Fort San Antonio de Abad for a clubhouse for 50 years. He says the action would conflict with the development of the Burnham plan of the city in that locality, but that the club may build a clubhouse of its own there.

Rear Admiral Sumner E. W. Kittelle, U.S.N., commanding the naval forces in the Philippines, is informed of recent soviet activities respecting the tranquillity of the naval station at Cavite, and believes it will not succeed, the movements of radicals being closely watched in the Philippines. Soviet emissaries, at a meeting of Legionarios del Trabajo de Cavite, broached the question of destroying the arsenal supplies; but among the 2,600 Filipinos employed by the navy in civilian capacities, all who were Legionarios have been compelled to drop their membership and give personal pledges of loyalty. Of course the naval authorities feel confident of protecting their stores.

Judge Anastasio Teodoro of the court of first instance has been exonerated for responsibility for the death of a Japanese struck by his automobile on the road to Baguio, the maimed person dying from his injuries. There was but one eye witness. Secretary of Justice (acting) Luis P. Torres held the evidence insufficient to warrant charges, and ordered the case dropped. The Japanese, Chiojiro Nagay, was riding a motorcycle which collided with the judge's car. The witness was Onofre Manipor, a Filipino, riding behind Nagay on the motorcycle. Torres says conviction on his evidence would be impossible.

Fidel A. Reyes, director of the bureau of commerce and industry, sees hope of reviving the piña cloth industry of the Philippines in the reversion of local fashion in dress to the fiber-cloth jacket for men, instead of the cotton coat, and the balintawak dress for women. He also hopes the market in America will demand piña cloth, and that the art of making the fine qualities will revive.

Admiral Clarence S. Williams, U.S.N., commanding the Asiatic fleet, has issued orders

for the air squadron to base at Zamboanga during the summer, with the tender Jason, for bombing and gunnery practice. On October 1 the planes and tender are to repair to Manila.

Dean Charles Fuller Baker of the college of agriculture has referred to data originally published in the *JOURNAL* in replying to criticisms that a regrettable number of the college graduates seek salaried positions and do not go into farming. There is a demand upon the college for men to become agricultural inspectors or other technical employees of the government, but in spite of this and the usual necessity of young men to accumulate money to back their plans, a larger percentage of the graduates are in farming than the percentage in the same occupation from colleges of agriculture in the United States. Far from being satisfied with what has been accomplished, Dean Baker is less satisfied with what he considers unfounded and misleading criticism. His resignation has finally been accepted and he has been made dean emeritus of the college.

J. B. Heilbronn has been elected president of the Bataan Sugar Company, other officers being W. J. Shaw, vice-president, and Miguel

Cuaderno, secretary-treasurer. R. Renton Hind, who left Manila recently for a business trip to Hawaii and the United States, and Jose P. Banzon, planter, complete the directorate. The company has a sugar central property in Bataan.

Patrick McCrann of Stotsenburg has a dandruff cure formula for which he has applied for a United States patent. McCrann is a retired ordnance sergeant.

Colonel Aurelio Ramos, P.C., chief of the intelligence division of the constabulary, has reported the end of the Bañs (sugar central) strike in Negros. He was on the ground for several weeks, giving the question his personal attention. Licensed pistols in the ownership of strike sympathizers were taken up during the heat of the movement, but returned when feeling quieted.

A. M. Castro, special agent of the agricultural department handling the million-peso rice and corn aid fund set aside by the legislature in 1918 to encourage small farmers by means of loans to augment their crops, reports the fund as of May 1 to be P1,332,250, a profit of nearly a third of the capital having been made during nine years. The money is loaned at six per cent, often through rural credit associations. On May 1 the outstanding loans were P771,072. Repayments from commencement of operations amount altogether to P599,930.

George I. Frank, proprietor of Frank and Company, returned to Manila three weeks ago after a visit of eight months in the United States. This company's store has been enlarged and removed to the Escolta-Pinpin corner.

Mrs. C. R. Zeininger, wife of the former managing editor of the *Manila Daily Bulletin*, arrived in Manila June 9 and will remain in the city a month or more attending to business matters, including sale of their residence in Santa Mesa. Mr. Zeininger is with the United Press, making headquarters at Chicago. They are not returning to Manila to live.

Scott of Washington Star Likes Manila



Wm. R. Scott

a waterfront to which the adjective beautiful may be accurately applied, a most prepossessing welcome to the visitor from abroad; and the great parks with their fine green carpets, and decorative tropical vegetation that gives them such an attractive appearance.

"Manila is really wonderful," confessed Mr. Scott. "She should get more tourists from America. She has, of course, the facilities to accommodate the first class trade, and this trade is increasing. Alone, however, it is not enough. Even Europe rates it of secondary importance. Crowds are the thing, each of course somewhat less, but all spending a great deal more than the more limited wealthy traveling class.

"One city in the Orient can't do much on the problem alone; it would seem to be a problem for all of them, on which they ought to get together, for the American who travels can certainly be induced to journey to the Orient. Though the trip can never be made as cheap as trips to Europe, because of sheer distance, it

might be made cheap enough to draw a large volume of travel this way.

"To get Americans of moderate means, who travel regularly, it will be necessary to put in a steamship service to the Far East that is less expensive than the existing ones. This must also include hotels, some good ones that are less expensive than the few first class but high-priced hotels available to the traveler in the Far East at present. The cost of travel to the Far East is such at present, that only Americans of considerable means and ample leisure can make the trip. Hotels of moderate rates are needed, clean and serving good food, places such as travelers will feel dignified in patronizing. Providing such hotels, and steamships quoting reasonable rates, Europe gets an enormous volume of American trade; for an American can spend a month in Europe for \$350. You can't tell in advance of coming out to the Orient what your bill is going to be—you can hardly approximate it.

"The Orient today is not organized to attract many tourists, it would break them to make the trip. The facilities don't reach the average purse. The principle that has made Ford, wealthy, something to reach the average purse, has not been put into practice at all. First class hotels by all means, but others too; and a steamship passage that offers comfort and pleasure without bankruptcy. The trip has many compensations, quite as many as Europe offers. Civilizations much older than those of Europe are to be studied, and the region of the world that is bound to become the center of greatest interest. Cooperation is the solution. If travelers go to China and Japan they can be drawn to Manila and the Philippines as well. But the accommodations must be provided, here and in China and Japan and India."

The Negros—(Continued from page 9)

ashore, dispatches have said, and no account has been seen as to what was done with them.

Guzman says the *Negros* "was completely loaded with copra both in her hull and on deck (fifteen tons) from New Washington, Capiz and Romblon," and that she had, more or less, 100 passengers. It appears, however, that there may have been many more passengers; the rating permitted 132 passengers and there are statements about a special permit on this trip for 58 more, it being a time when students were being sent back to Manila. All rescue was delayed a week, no special ship was sent. As the press closes for June, there is nothing to show that less than 100 were lost when the ship went down and the major portion of the crew abandoned it. "I saw that to remain any longer on the wheel meant death," swears Guzman, telling how he left Captain Altonaga alone there, took refuge on the fourth raft and momentary command of the four. Truth seems to be that the rafts floated away from the sinking ship, and required no launching.

It is clear that terror possessed the crew, or that they fell short of the ethics of the sea. Many college and high school students were lost, youths for whom their parents had made unmeasured sacrifices. It has been said that the captain tried to turn back to Romblon when the squall came on, but Guzman's account seems straight enough, and relates that the ship listed until she toppled over, going down screw-fashion, stern first, twisting to starboard. A shifting of the cargo, particularly the deck cargo, including bags of chipped Romblon marble, aided by an overnight of passengers, might account for this. If the ship listed as badly and suddenly as Guzman says, no passengers could remain on the port decks, nor does Guzman describe fatal weather, while he does say "the

starboard lower deck was working level with the sea," just before the final maneuver and his desertion of the wheel when he could not steer dead ahead according to his orders.

He left Altonaga on the bridge. Query would no doubt show that the rafts got off to starboard. An official probe is under way.

The picture is that of the *Negros*, a wooden vessel. Designed by naval architects, the upper cabins were added about 1909 and were not part of the original plans, according to reliable report. They made her topheavy, a defect somewhat overcome, in the beginning at least, by ballasting her with pigiron. Other coastguards, sister ships, were sold off and are in the interland commercial service. Though it seems evident that the *Negros* capsized because she was overloaded and poorly trimmed, so that at least a good deal of her heavy deck cargo shifted and gave her the fatal list that toppled her over inside three minutes' time, she is supposed to have left Romblon between 1:30 and 2 p. m. on May 26, while the weather was uncertain. Guzman says Altonaga first planned to remain in Romblon until the next day, but received reports of the weather from the postoffice that decided him to put to sea, Guzman protesting but not seeing the telegram. Another account is that news reached Romblon about the sailing hour that typhoon signal No. 2 was up in Manila. If this warning came even a few minutes after the ship sailed, she had no wireless and could not be apprised of it.

Live carabaoes were a part of her deck cargo, dumped into the sea along with the passengers. Two brothers mounted two of these aquatic beasts, clung to their horns through two days and nights, and were finally brought safely to shore. This seems the only comic relief to one of the Query's most dismal sea tragedies.

wharf. Its hour of departure is 9:30 p. m. there is ample time to transfer luggage, select a cabin or confer with the boy about a cot above-decks, partake of an excellent dinner and stroll up-town afterwards. If you dance, there is a pleasant cabaret; the girls wave as the train pulls into town, but the place is said to be under good management.

The boat leaves on schedule. The traveler remarks its cleanliness. Uniforms of the crew are clean, the table linen and cutlery invite the appetite, and you do not share your cabin with the roach family and the *cimex lectularius*. The railroad has found means of relieving its patrons of these nocturnal torments common to most of our interland craft. You read late, ample lights are kept burning, or retire early, at your pleasure. Comes the dawn, the movies say; the boat has pulled up at Pasacao, the southern port on the gulf, and motors are on the dock to whisk you away for a half-hour's ride to Pamplona, for the train through Camarines Sur and Albay, into Legaspi or Tabaco, at your choice. Both are ports on the inner waters of Lagonoy gulf that the inhabitants designate as Tabaco bay and Albay gulf, all the same arm of the giant Lagonoy gulf, but separated by a chain of islands as emerald as Ireland in bonny May.

Legaspi is reached about 10:40 a. m., and Tabaco is 30 or 40 minutes farther up the coast. Albay, the provincial capital, is hard by Legaspi; Camp Daraga, the American suburb, is distant a few minutes' motor ride; upon business errands one would get down at Legaspi. The train is accommodating, pulling up on a "Y" and letting you off at main street, officially called something else, of course. Legaspi has good accommodations for the traveler. Miller's hotel has clean, airy rooms and serves first-rate meals. Next door is the International Club, with billiards, pool, a lounge, a reading room and a barber shop stocked with at least one good barber. He gave us a good shave, and over at Miller's we presently had as appetizing a lunch, with sufficiency and as good and unobtrusive service, as we ever desire in Manila.

We luncheon with Captain Goddard, well known attorney of Legaspi, whom we had been hoping to see, along with Governor Betts and the other old-timers, for many years—not in Manila, where they come on hurried business, or in Baguio, where they manage to stop longer, but in their habitual rendezvous, this Bicolandia they praise so much. The lunch was therefore a distinct event in our prosaic life, we hoped we might honor it with a fugal cup or two. Proprietor Miller rose to the occasion; he actually had a capital champagne on the ice. To find it in the prosperous honies of the country would not have been surprising, but it was even astonishing to find it in a provincial hostelry, properly cooled and professionally served. We could ill afford it, that is why we wanted it—a sacrifice to friendship.

Miller's place should be better known, soon; it is at least most of what an inn in the provinces ought to be, hospitable and resourceful. Miller looks the region's prosperity; no doubt he has been there since the earliest, like the rest of the Americans down that way; no doubt he

A Bicol-Express Trip into the Mule's Neck

By WALTER ROBB

In the balky Philippine mule of which Zamboanga peninsula and Palawan are the legs and the top of Luzon the ears, the Bicol region figures somewhere in the vertebrae of the neck. It embraces the provinces in southeastern Luzon, Camarines Norte, Camarines Sur, Abay and Sorogon and certain coastal islands, some of which are already independent provinces, while others merely have ambitions. The whole region, however, has great natural beauty. The broken topography is an enchanting mosaic of valleys, piedmont terrain and ranges landmarked with bulking volcanoes—the interstices being brooks, creeks and genuine rivers supplemented with innumerable inlets of the sea all about the rugged coasts.

Bicolandia, the Luzon region inhabited by the Bikols and Senator Juan B. Alegre, is now readily accessible in a very few hours from Manila, but remains little known to Manilians, a condition this paper is designed to put an end to; for the trip is one of the most desirable out-

ings imaginable. Daily the Bicol Express over the mainline south of the Manila Railroad, leaves Paco station at 11:52 a. m. on the first lap of the trip to Bicolandia. At sunset the train pulls into Aloneros, at the head of Ragay gulf, the end of the line. During the afternoon it traverses the world's richest coconut region, spurns the little stations, but pulls up at points like Los Baños, San Pablo, Lucena and Gumaca. It crosses the mountain range between Lucena and Sian, and puffs busily along the very edge of the coast from Sian into Gumaca at the tag-end of the afternoon, when the shadows are long on the hills and the fishing boats are scudding back to harbor with the brown nets piled high between the outriggers and the glint of the sunset on the catch.

Beyond Gumaca, a shouldering away from the coast a bit, more rumbling through hills, and clean across the peninsula, into Aloneros and the early twilight. The boat, operated by the railroad, waits placidly at the Aloneros

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shares their sentiment about the place. * * * A character, no doubt, but our time that day was Captain G's. He drove us out to Daraga after lunch. It is like a country club, which it is, except in name. It is up on the slopes of the hills, the proper place to have been converted into an army camp when the American troops occupied Albay in 1900, so that in name it remains Camp Daraga and is still a reservation. But the officers' quarters are civilians' residences, offices, etc., the grounds are golf links, tennis courts and the like. The place is in fact a country club with all essential accoutrements.

Teachers are there during the school year. Unless we have the place confused with other spots, the high school is nearby and one of more Catholic seminaries. Of these latter, Bikolandia boasts many; in that old and still partially isolated extremity of Luzon the Church is by no means neglecting the business of higher education. For mountain views from Daraga or any neighboring towns, one chooses among the magnificent volcanoes, finally resting his eyes on the matchless crest of Mount Mayon. (The old legends of this mountain, the superstitions still current among the peasants, are related elsewhere in this issue of the Journal.)

Going down to Albay, our immediate purpose was to visit with Mr. and Mrs. Ernest Oesch on San Miguel Estate, which Oesch manages, so we got off the train at Tabaco, the shipping point and postoffice for the estate. There we found our host. What about luncheon at Tiwi-Tiwi? Nothing could be finer.

This celebrated mineral-springs village is 15 kilometers from Tabaco by motor road. Americans who soldiered in Albay or were stationed there in the earlier period of the civil régime recall the springs in the nude wild state of nature, but a little enterprise on the part of somebody has installed the essential improvements. A number of pools capped over with dressing rooms have been improvised, some with cement, some with the natural stone and mortar; and there is even a small hotel, with clean bedrooms quite decently furnished.

Tiwi-Tiwi is remarkable. The springs, mineral and furiously hot, bubble up through a lava blanket spread over the coast at that point by ancient eruptions of Mount Malinao. Cool streams of sweet water meander over the surface and fall into frequent pools. The people who have arranged the baths have simply made a hot stream and a cold stream run parallel in artificial canals leading through their bathing pools. Above these pools they have put in sluice gates, raised and lowered at will, to make the bath as hot as desired, or as cool; for the surface streams, fresh from Malinao's magnificent elevations, are quite cold. Entering the dressing room, one sees that the bathing pool is steamy clean; it is flushed with the scalding water each time it is used, for the supply is abundant enough to bathe a nation. Get ready, and name your temperature; the attendant does the rest. *Más caliente? Bueno. Más frío? Bueno.* Warmer or colder, as you specify. During the bath, you are brought tumblers of tepid mineral water to drink. You down them, pint after pint; perspiration smother you; you don a towel and rest on the bench, where the attendant plies you with more tumblers of mineral water; you perspire still more, and resort to the pool for refuge. This time you want cold water; a huge sluice rises on the downstream end of the pool, the warm water pours out in a moment, down goes the gate again, and you are soon wading in the cold bath as invigorating as a needle shower.

That is Tiwi-Tiwi, hard by a gentle beach. Now you lurch. Afterward you may have a quiet siesta, or you may stroll about the place making your constitutional any length—from a brief inspection of the lava-bed springs to an afternoon's mountain climbing. On the opposite slope of Malinao are the Bubi springs, duplicates of Tiwi-Tiwi. A spot like this would be just the place chosen by primitives like the Philippine Negritos, our diminutive negroids, long ago driven from all the valleys by the later Malayan immigrants, and into the mountains—where they build great fires, let them burn out, and compose themselves for sleep in the warm ashes. At Tiwi-Tiwi, the ground is perpetually

warmed by the springs; for Negritos, who are naturally valley-dwellers, it would be a ready-made camp. In our fumbling dialect we asked an old villager what the local name for the place was, and he replied, "The place of the aborigines, *ang naging tao madlim!* The former black men!"

The casual statement was dumfounding. How old this tradition, indubitably true, is—and how persistent it is has been in the moriant lore of the people. The Negritos that came to that part of the Philippines, Dr. H. Otley Beyer assures us, came up from New Guinea by the media of land bridges; the Negroito builds no boats, not even the simplest dugout, nor does he cross streams, to say nothing of large bodies of water. Having reached the Philippines by land and found himself lord of all he surveyed, he would gravitate immediately to natural camping spots like Tiwi-Tiwi, with the adjacent good hunting grounds, and brooks in which fish could be speared.

Settlement by the Negritos is doubtless been very long ago, but when they went into the mountains is more probably, though comparatively recent, not less than a millennium, possibly not more years.

Along this coast of Lagonoy gulf is gigantic volcanoes that figure prominently in the poetry and legends of the people of which are seen elsewhere in this Journal. When, toward sunset of the day of our arrival, we put off across the bay for San Miguel island and the San Mateo, Bulusan, down in Sorsogon, can be seen because of the intervening land begins the chain, and Mayon, Malinao, Iriga and Isarog were all in sun was sinking behind Malinao, the still, the bay calm, its purple waters like carpet. Clouds flared out behind Malinao, the loose laces of a veil tossed lightly, the shoulders of a goddess or some proud

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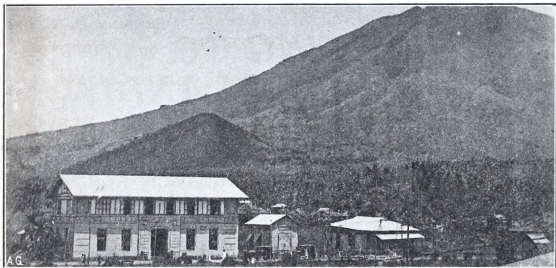
MANILA

in history. The one end was tinted flame, the other green as old Nile; and then the red turned slowly darker, merging at last into a black as dead as burned-out embers. The green faded too, into blue, black-blue, dead black. Night shadows claimed the universe, the mighty heights—yes, even Mayon's glorious self—receded into them.

The sunset had been Cleopatra, sending herself as a royal present to young Caesar of Rome; the hurrying night was the captive last blood of the Ptolemies, in fetters for a Roman holiday. The sunset had been Troy, fortifying against the mighty Greeks, and the night was Troy's anguish. The sunset had been Ahab's rendezvous with Jezebel, asking Naboth's vineyard to be added to the royal gardens; the night was the quick wrath of Elijah cursing the awful crime: "Hast thou killed, and also taken possession? In the place where dogs licked the blood of Naboth shall dogs lick thy blood; * * * the dogs shall eat Jezebel by the wall of Jezreel." The sunset was Jerusalem's defiance of Babylon, and the night was the long captivity.

Henp and rice are the other principal crops. Judge Manly lives downtown in Naga, in a spacious old Spanish house of his that serves as well for offices for the firm, Manly and Reyes. Our motor ride and calls upon the officials revealed Naga as a thriving city. It is the seat of the bishopric, Nueva Caceres, and the provincial capital. It is a noted educational and commercial center.

Everywhere in Bikolandia one is struck with the peaceful isolation from Manila enjoyed by the people of that region. Few Manila newspapers are seen, little serious attention is paid to the local sheets, copying their lesson from the metropolis and preoccupying themselves with politics. With all their efforts, Manila's fierce debates reach the place as echoes too faint and distant to be of consequence. It is not altogether unfortunate that this is so, nor are the people unaware of the fact. They have a very pardonable local pride and a region worthy of this good opinion. We boarded the night boat at Pasacao, another, with the same good service as the one that took us down, caught



Mayon's Towering Heights from Camp Daraga

Amid such phenomena of nature the noble passages of the psalms also recur to the memory; the valley of the Jordan, which was their inspiration, is but a paltry show beside Tabaco bay at sunset. The East is a spiritual land, the Philippines partake of this pervading mysticism, and it is possible even for the Westerner to merge his senses into such scenes and catch the constant mood of the people. Poetry is still their popular medium, and their first prose writings date only from yesterday, the latest years of the 20th century.

Two nights and a day were spent on San Miguel Estate, a large plantation which was one of the Dean C. Worcester projects and is devoted to coconuts and high-grade cattle. These cattle graze in great pastures fenced off in the palm groves, there is abundant water in the springs and brooks, while the grasses are luxuriant. The same thing is practiced on other plantations. It is said to be advantageous, the cattle helping to keep the growth down

between the palms: on San Miguel at least the cattle were fat and the groves burdened with nuts.

The stop with Judge Robert E. Manly at Naga was made on the return trip to Manila. He came with the troops, like the rest, stayed to practice law and wound up by dividing his time between the bar and his farms, where he is now planting coconuts at the rate of 10,000 to 20,000 per year. Many are already bearing.

the train next morning at Aloneros, and before 3 p. m., we were back in Manila from one of the most beguiling outings the islands have to offer.

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The Demigods of Bikolandia

First among the demigods of Bikol folklore is Tulisan, who was a great chieftain at the period when the Spanish conquest of Luzon occurred, late in the 16th century. He refused to submit to the Spaniards, although most of his people did so, and with the rebellious remnants he retired to the fastnesses of Mount Isarog, warning the lowland population to the last not to welcome the Spaniards and declaring their doctrines false. When Tulisan governed peacefully in the lowlands, the region experienced an idyllic epoch. There were no taxes, every request was granted; so runs the tradition, by no means wholly antiquated by time and experience.

With the establishment of the Spanish rule, came tithes, taxes and public labor, while requests were entertained as the governors saw fit. Lamenting the change, a contemporary narrator asks, "Those happy days of the Tulisan reign, will they ever come again?" Hardly, for the modern world presses ever heavier upon all its remoter regions, and gradually stocks them with excise men and constables. But Tulisan lived on through the Spanish days, at least in the people's fancy, and when he walked abroad on the mountain's slopes the earth trembled under his heavy tread. Against the intruders he waged continual war, and his guerrillas made frequent forays on the peaceful settlements.

His name went into the vernacular, *tulisanes* signifying guerrilla bands of irreconcilables everywhere in the islands ever now. Mount Isarog itself and the Rangas river were Tulisan's arms. He caused the first to erupt upon the valleys at will, and the second to lay them waste with floods. Every Spanish expedition sent against him ignominiously perished, the people say, but since the Americans bombarded Legaspi nothing has been heard of Tulisan. Three detachments of constables cleared out the place in 1906, ending forever the strange enchantment, and relieving the population from terrors that had always seriously restricted communication between communities and even discouraged parents from sending their children to the colleges in Naga—since in making trips to school, and home again for vacation, they would be exposed to tulisan attacks on the lonely roads.

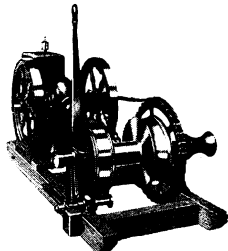
But Tulisan was hardly supernatural, only a man befriended of the gods because of his patriotism. The real demigods of the Bikolandian galaxy dwell upon Mount Mayon. They are the incantos, hairy men walking upside down and as tall as the lawaan tree; the *tambaloslos*, the *aswang*, the *calag*, the

patianak, and the *dwendwe*. They are all very terrible creatures, but of course the peasants have means of circumventing their malevolence. For instance, the incantos live in talisay trees, growing at a high elevation on Mayon; and to become their friend one may have a talisay growing in his own garden. Possession of "the white stone from the newly opened banana flower," that of the *saba banana*, is another open sesame to their good opinion. This stone is the *mutya*. It must be taken during holy week, because one must have the aid of heaven in all such matters. Let the farmer sow in his silken handkerchief, close the kerchief around it and run around the plant seven times, calling out all the while to the incanto that you really have the *mutya*. At last he says he will come and get it, and so he does. He has livid cross-eyes and a revolting countenance altogether, so that you are afraid of him with good reason. But he laughs jovially when he sees the *mutya*, and then he invites you to his house on Mayon.

You must go; whatever duties may be pressing upon you, nothing is so imperative as this visit to the incanto. You go along with him, at last entering the enchanted house with the big golden room and the colored glass windows. You dine with him there. When the feast is over you yield to his request, give him the *mutya*, and are sent away home with a gift of both money and food. Ever afterward you are the incanto's friend, he your protector. But in dining with him you must be very careful to drink the white wine instead of the red, and eat the white rice instead of the red too; for the red rice and the red wine will magically turn you into an incanto and you will never get to ride

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home in the golden chariot with the purple gray team and the harness with the silver bells on the bridles.

It is dreadful to offend the incantos. There was once a family of them living in a talisay tree that stood in the yard of the little *ermita* in the barrio of Bigaa, of the town of Legaspi. It was long ago, of course, when Iroy was the barrio alderman, the *cabesang de barangay*. These old-time officials were very dignified fellows; often they could speak Spanish, perhaps even read a little, and they always felt their importance. Only the government at the capital was above them, in the villages they were responsible to none. They turned their hated taxes, and aside from that they generally did as they pleased. Iroy pleased one day to have the talisay tree cut down. Protested the villagers and avoided nothing, down they must come and down it did come—though the bystanders heard voices speaking from the branches "Gently, please, you axe-men, for we are wounded!"

"Down with the tree!" cried Iroy, the axes paused momentarily.

At last the tree was down, the incantos no longer had a house in which to sup at ease. They smoke their long-stemmed pipes in the moonlit evenings. Their dishes all crashed when the tree fell. But Iroy soon repented of his obstinacy, though it was too late. The incantos' vengeance was swift. Iroy sickened next day and the *mediquillo* couldn't cure him with all the herbs he knew. Iroy was soon laid with his fathers, for cutting down the talisay tree.

The *tambaloslos* is as big as a man and double his weight. He has a carnal mouth, is bald and has ugly protruding eyes. His nose is big and fat, his tongue short and round; otherwise he is as amorphous as some of the notorious Olympian sprites that even famous poets sing about without ever drawing finely. But he has queer feet, one leg much shorter than the other, and a deformed barrel belly. He doesn't live so high up on the slopes, either; he haunts the cragomy swamp, where the people gather the leaves to make baskets. You can get the leaves, all right, but you have to go about it in a certain way, so as to do so with the *tambaloslos*' strict permission. You

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MASONIC TEMPLE

have to tell the nodes, bottom to top, saying all the while, "Let me have some leaves of the caragomoy." "Do not let me have leaves." If at the very last node it is the turn to say "Let me have some leaves of the caragomoy," then you may take them away. Not otherwise.

Long ago, Tian Mandarusay, a widow with many children at home, went hurriedly to gather caragomoy leaves in the swamps of Mayon, because she wanted to make the baskets that very day and be off with them early next morning to market. She forgot to ask permission of the tambalosos, who confounded her with the dereliction right there in the big sprawling swamp. She was a modest woman, too, but all she could do was to disrobe completely—before the very gaze of the tambalosos. This distracted the wretch: his wife, too, came waddling out on her short-and-long legs to see what was keeping him so long, and Tian Mandarusay, seizing the moment, gathered up her clothes and caragomoy leaves and made her escape while the two stood there in the swamp facing each other as if they would quarrel.

Even nowadays the tambalosos will often cause you to lose your way in the woods or swamps, especially if you are a lone peasant girl whom he catches out on some belated errand. Then there is nothing for it, you must disrobe before he will show you back to the path again. The tambalosos has most erotic propensities.

The *aswang* is a familiar spirit everywhere in the Philippines, so of course it is among those of Mayon. It is like any person by day, but at night it brings out its wings by rubbing the body with unguents, first the right hand high in the air, then the left, and all the while telling off the toes, joints and fingers with a ritual about "I must stick to the dawog tree. No, I must not stick." If it comes out right, all right; then they won't stick to the dawog tree, which is covered with spines and a natural enemy of anyone flying about at night and alighting in thickets—such as those that commonly screen the peasants' cottages.

The *aswang* destroys children, and will devour them eagerly at birth or even before. To ward them off during an accouchement, the husband may keep whipping about in the shadows with his bolo until morning comes. The *aswangs* leave off haunting at daylight, of course, but they are very cruel at night, as the infant mortality figures of the Philippines will show to any skeptic. *Aswangs* are, indeed, witches that haunt the sick and the helpless, which is why they are so bad on babies; and they assume queer shapes to escape detection, turning themselves into black animals hardly to be seen in the dark at all, pigs, chickens and cats.

By day the *aswangs* are often very handsome men, or very beautiful women. They are just like other folks. There was once a whole village of *aswang* girls living with their parents in the forests of Mayon. Eligible young men wished to marry them, they had such fair skins and were so lovely—as if they were very aristocratic maidens. But then the young men found out they were *aswangs* after all, and perhaps some jealous village damsels were the ready informants. One young chap went ahead anyway, he married an *aswang* girl who got him up be-

hind her one night when she flew to Bataan island to go to the market at San Ramon. Next morning, while she was buying things in the market, he went into a grove and plucked some fine lemons, thinking to take them home. But *aswangs* can't fly or exercise any of their witchcraft where there are lemons. When the young couple were flying home that evening, the bride felt her strength leaving her wings and suspected her husband had ignorantly filled his pockets with lemons. He told her this was so, and threw the lemons all away just in time to prevent their falling into the bay. Then her wings lifted buoyantly and they flew safely home. When her husband was helping her take the things out the basket, as young husbands sometimes will help, horrible relics of her devilry among the children of San Ramon were revealed.

She had snuffed out their lives and taken trophies of her witchery. Her sisters all died spinsters, no one would marry them, beautiful as they were. (Of course there are frequent cases of individuals and even entire families being suspected of witchcraft in the islands, though this tale is taken from the Mayon legends.) *Aswangs* can't bear the light, fearing discovery and swift revenge; so when they are suspected of being about, all that is really necessary is to keep a light burning under the house.

Are the *patianaks* pretty young babies like wee painted dolls living in the flowers of the lotus, so abundant in the brooks around the base of Mount Mayon? It is said, but if so they can certainly assume other forms, and very horrible ones too, for they have been seen in the shape of creatures half bird and half man, uttering a doleful whine like that of a sick and petulant child. They prey upon infants, they

are worse than *aswangs* for that sort of wrongdoing, and they are the authors of abortions.

The way to ward them off is to burn sulphur out of the windows and under the house. They abhor burning sulphur. When babies are born, it is best to take them to the priest for baptism as soon as possible, for if they should happen to die before they are baptized they might turn into *patianaks*. Some have had that awful fate.

The *dwende* is not so bad, but goodness knows it is bad enough. *Dwendes* live in fallen batang trees in the lower forests of Mayon. They visit pestilences upon the settlements, and often fetch to Legaspi and Tabaco epidemics of influenza. The howling of dogs at midnight and the crowing of roosters warn of

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the dwendes' approach, when bamboo cannons may be fired at regular intervals to keep them away. An aurora procession will also do this. It is held at midnight. "In the aurora can be heard the songs of the maidens, and a multitude of people singing pass from house to house." The girls carry the cross, and the dwendes fear it. Their purpose to bring the town low with pestilence is thwarted. Another good way to do with the dwendes, especially before an aurora procession can be organized, is to take an empty oil can, one of these five-gallon tins, cut crosses in all four sides, and turn it over a *quinque*, or taper, or a burning candle, so that the light will shine through the crosses. This will protect a devout household from the prowling dwendes, who fear the cross.


Ghosts prow about in Bikolandia the same as they do in all countries. They are unwanted visitors, one has to be very careful about them. They may be the restive souls of unbaptized persons, or of criminals buried in the unhalloed ground, or again, of relatives to whose memories no proper respect has been shown. They come on the wings of the wind, these disturbing apparitions of the night. Their presence may be detected by the taper kept burning for days and nights after their earthly bodies have been buried. When they come back, the light of the taper turns suddenly low and the flame shows green, flickering to one side and the other. Prayers must be hastily said, then the ghosts will go away and the light will burn bright and red once more. The prayers ask that the soul of the dead may be given rest and absolved from torment in hades or purgatory.

Ghosts may also be kept away from a dwelling they wish to intrude upon by sweeping a coconut broom, made of the midribs of the fronds, at the foot of the stairway. Each broom has 100 midribs in it, and if the broom brushes the ghost it will have to descend to purgatory and stay there a year for every midrib—a round century of punishment. But however perilous it may be to come back to haunt the living, the ghost of any peasant dying with a debt over his head will certainly roam back to earth to importune surviving relatives until the debt be paid. It was so with Panching, the little weaver of Dona Teresa, in Legaspi, who made the fine piña cloth for her Spanish mistress. Poor Panching's frail health gave way over her tasks at the loom, she died owing Dona Teresa P1.50, which her parents did not pay—even refused to pay. Then Panching's ghost had to come back through the lonely night and appear in the dreams of her parents, asking them to please pay that P1.50 so she could get into the grave and get some rest, of which she was sorely in need. When her mother awoke next morning, there on the mat beside her was the burned imprint of Panching's hand. Forthwith, of course, she went and paid Dona Teresa, and thereafter Panching was evidently very contented, in paradise, for her little troubled soul never came back to make any further requests.

"When anyone dies in debt, the soul returns to earth and requests the living to pay up the amount." Therefore, as debts are certain to be paid eventually, why all this fuss and impatience about paying on stipulated due dates, an idiosyncrasy of modern times? The peasants little understand it; but the Chinese surely understand the peasants, bearing with them and cinching their trade. In Main Street of every Bikol town there are parallel rows of thriving shops, all Chinese. Establishments of other nationalities, and conspicuously those of Filipinos, are the rare exceptions.

At Tiwi-Tiwi, the boiling hot mineral springs on the shore near Mount Malinao out 15 kilometers from the town of Tabaco, are both hell and purgatory. Streams of cool sweet water meander along the flat lava flows among the hot springs, and fall into pools here and there. On many nights the villagers at Tiwi-Tiwi hear the moans of tormented souls, some asking to be removed from the scalding springs, some to be taken to them, away from the chilling pools. The night wind carries their plaintive petitions, about which nothing can be done.

Now the wise and the educated know nothing of the origin of Mount Mayon, which is most miraculous in peasant lore. Where the gigantic



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volcano lifts aloft its perfect cone, was, in olden times, a wide alluvial plain, the tobacco plantation of Don Baltazar. When this feudal proprietor grew old and journeyed the way all mortals must, he was buried in the midst of his tobacco fields. But he was so powerful that he actually overcame death itself, in a way, for his body kept growing and pushing up the grave higher and higher, until at last this bulging grave became Mount Mayon. It is a metaphysical explanation of a natural phenomenon, perhaps, but simple faith is all that is required to credit it, all depends upon one's capacity to believe.

Now is this all of the story. Don Baltazar had a beautiful daughter, Magosos on Doncella, who never married, but still dwells in the crater of Mayon and is 7,700 years old. She is still pretty, though. This was seen as recently as 1814, when Mayon erupted. Magosos on Doncella has a reputation as a pious, gold-digger, but on her long sojourns abroad when Mayon grows quiet, and in 1814 she mounted this paltry, but faithful to San Miguel island on him, he brought her to the bay without the least mishap. It was then that the people all saw that Magosos on Doncella was still a lovely creature, and the years had never touched her at all. It was her father's stubborn will that prevented her marriage. She loved a neighboring young planter, Colacog, whom her father disliked, because he was forever neglecting his fields to nurse his wild boat and track the deer. Forbidding his union, her father said she should marry Colacog's plodding rival, Palutong. The young girl refused to do this, Colacog and she fought, and Colacog was killed.

More than ever, now, Magosos on Doncella determined she would not be mated with the brute of a Palutong; and so, in time Palutong died, Colacog, another virgin of the wilds, celebrated for her beauty, purity and piety. His suit at last successful in this quest, his wedding was solemnized and the sturdy couple went over to Cagraray and opened a new plantation, first lumbering off the primeval forest to make room for the fields. Three sons were born to their union, Miguel, Bayani and Juan. Palutong became a great *caico* on Cagraray, and his sons grew up to be of great help to him. Then disaster struck the family. Father and sons and hundreds of their men were one day ferrying logs over to the mainland, and fishing as they floated along. A mermaid rose out of the bosom of the waters and protested against such a heavy taking of the fish.

"Why do you catch all my fish?" she asked. But the proud and murderous Palutong, for reply, merely struck at her with a heavy paddle. This angered the mermaid, who turns into a ravenous shark and utterly destroyed the expedition. Palutong and his three sons were drowned when they jumped into the bay to escape the maddened shark. Afterward, the people saw three islands rising in the midst of the waters, the bodies of the three sons of Palutong; so they named the islands San Miguel, Batang and Tinatin. Mount Katampalar has the shape of a human form, it is the body of old Palutong washed ashore. When Palutong's people learned his fate, they gathered in church at Cagraray and immolated their lives in faithful honor to his memory. Their bloodstains are still to be found in the buried town, and the place is called Minaroso. Many illuminations are visible there during holy days. Ghosts move in silent procession across the awful pile, the lines of flickering candles bobbing up and down to their invisible steps.

If a living person enters Minaroso, a portion of what there may have been not the unrepentant driver, him to perdition. When there is thunder over Minaroso, the peasants in all that region hurriedly brace their houses with bamboos against the terrors of the storm that is sure to descend upon their villages. It is all very well to scout such notions if you are rich and live in stone houses, but the peasants in their thatch huts can't afford such learned skepticism; disaster follows their belief.

One of the wonders of old times at Legaspi was the horseless calesa of the miser Hugo, who grew rich by cheating the people in buying their hemp and copra. God afflicted him with a

gross corpulence, finally he could no longer walk at all, and could only get about in his calesa. At last his high-blown pride broke under him, like Wolsley's, his fat old belly burst after a prodigious banquet. There was an ostentatious funeral, but crows hovered over the bier, and never a flower would grow on Hugo's grave. His soul, of course, was in the utmost anguish; he knew he must make amends, and at night he would get into his calesa and go on phantom rides from house to house, where the peasants lived that he had cheated in the weights. He was always trying to return his ill-gotten gains; one night a Spanish guard heard the money bags jingle as the calesa jolted over the rough streets, and he plainly saw the rig, too. Like Chief Tulisan of Mount Isarog, old Hugo's ghost

yielded to the American bombardment; the nocturnal errands in the phantom calesa have never been renewed since those Yankee cannon roared out the old régime and in the new.

Nowhere else in the islands are Americans and Filipinos living in greater harmony and mutual prosperity than in Bikolandia; and the peasant folklore and traditions are nowhere more intriguing.

RAIL COMMODITY MOVEMENTS

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



In accordance with our custom, we are furnishing to readers of the *Journal* our latest data on movement of commodities into Manila over the Manila Railroad. The following commodities were received in Manila April 26 to May 25, 1927, both inclusive, via the Manila Railroad:

	1927	
	May	April
Rice, cavans.....	243,875	239,250
Sugar, piculs.....	35,504	194,096
Tobacco, bales.....	11,880	5,600
Copra, piculs.....	85,400	65,296
Coconuts.....	1,834,000	2,114,000
Lumber, B. F.....	312,500	456,300
Desiccated coconuts, cases	11,234	6,478

THE RICE INDUSTRY

By PERCY A. HILL

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



Prices for both palay and rice remain about the same. Transactions in palay averaged from P3.25 to P3.35 per caván of 44 kilos with rice at consuming centers at approximately the same as our last quotations with little chance of enhancement. Shipments from Cabanatuan alone over the railroad were 139,819 sacks of milled rice for

the month of April. From the central plain 212,187 sacks were shipped to Manila, outside those amounts carried by truck and shipped north.

The recent estimates for the crop of Nueva Ecija, including areas previously omitted, bring it up to some 9,230,000 cavans of palay, the entire Philippine crop being estimated at some 54 millions of cavans. The outlook for the new crop is not so favorable, as the rains coming too early promise later periods of dry weather, which generally retards the preparing of seed beds and fields for transplanting at the proper time. Prices of the cereal will vary little this year. A certain small amount of rice has been imported, but this is due simply to advance contracts and will have no effect on present prices.

The carryover should be ample this year, so that in case of a shortage in the coming crop this will allow of stabilization of supply. Due to the banner crop, there is more money in central Luzon, and this money is better distributed than at any time in the history of the Philippines. With the price at the level of 1926 it would really have been a banner year. However, this distributed wealth has resulted in extensive building operations, field improvements and the purchase of mechanical needs that has thrown a considerable volume of cash into the channels of trade, while at the same time it has reduced, to an amount of over 25%, the usual food bill of those engaged in producing the export crops, which amount is substantially that of the price reduction of this year's rice to the consumer, and this amount should also swell general mercantile operations.

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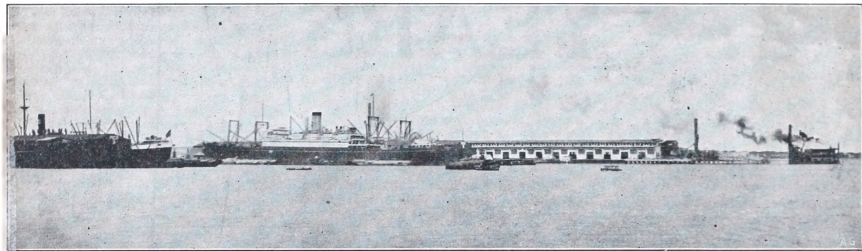
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SHIPPING NOTES



SHIPPING REVIEW

By H. M. CAVENDER

General Agent, Dollar Steamship Line

The freight market in the Philippines continues firm. There have been a few changes in rates of freight and while there is a firmness in the rate situation, there is a tendency toward higher rates. Even with increased tonnage on the berth in all directions, there is a fairly brisk movement of export cargo. To the Atlantic sea-

board there is practically no available space to accommodate bulk cargoes for immediate shipment. Space can be had for shipment thirty to sixty days hence. In reviewing the position of freight moving to the Pacific coast, we even find in some instances, and this is quite unusual, a scarcity of space for early shipment of our bulk commodities, such as lumber, copra and the like.

Towards the end of May the Associated Steamship Lines announced an increase in freight to the Pacific coast: Lumber and Logs from \$15.00 to \$18.00 per 1,000 board feet; Coconut Oil in Bulk, Copra Cake, Copra Meal, and Desiccated Coconut saw an increase of \$1.50 per ton on each of these commodities. These increases became effective June 1 but the Association announced at the same time that shippers, by signing a contract, could protect themselves until the end of the calendar year at tariff rates current on May 31. In other words, the increase did not become effective for those shippers taking advantage of the contract rate offered.

Passenger travel continues heavy and it is not always possible to secure class of accommodations desired for immediate travel. Steamship offices report, however, that any amount of accommodations is available for sailings three or four weeks hence.

During May a total of 2,952 passengers, all classes, are reported to have departed from the Philippines (first figure represents cabin passengers, second figure steerage): To China and Japan 310-540; to Honolulu 7-505; to Pacific coast 225-1314; to Singapore 24-19; to Europe and miscellaneous ports 8-0. Filipino emigration during the month to Honolulu decreased slightly, while the movement to the Pacific Coast increased somewhat. The comparison

shows: Honolulu, April 534—May 505; Pacific coast, April 1251—May 1314.

From statistics compiled by the Associated Steamship Lines there were exported from the Philippines during the month of April: To China and Japan ports 14,149 tons with a total of 36 sailings, of which 9156 tons were carried in American bottoms with 15 sailings; to Pacific coast for local delivery 32,356 tons with 16 sailings, of which 25,800 tons were carried in American bottoms with 12 sailings; to Pacific coast for transhipment 1,910 tons with 12 sailings, of which 1,685 tons were carried in American bottoms with 10 sailings; to Atlantic coast 95,124 tons with 20 sailings, of which 40,226 tons were carried in American bottoms with 7 sailings; to European ports 6,487 tons with 14 sailings, of which 95 tons were carried in American bottoms, with 2 sailings; to Australian ports 553 tons with 6 sailings, of which American bottoms carried none; or a grand total of 150,579 tons with 104 sailings, of which American bottoms carried 76,962 tons with 43 sailings.



SHIPPING PERSONALS

M. J. Wright, we learn, was recently elevated to the position of vice-president of the Luckenbach Steamship Company. This is welcome news to "Monte's" many friends in the Philippines. Mr. Wright, during 1919 and 1920, was general agent for the Admiral line in Manila.

J. E. Gardner, Jr., assistant general agent of the Robert Dollar Co., Manila, returned to Manila June 1 aboard the *President Pierce* after a three weeks' business trip to China.

W. B. Barney, formerly assistant passenger agent, the Robert Dollar Co., Manila, returned to the United States aboard the *President Madison*, May 28, accompanied by Mrs. Barney.

Neil Macleod of Smith, Bell & Co., left Manila, May 28, aboard the *Empress of Canada* for England via Canada. Mr. Macleod will be away from Manila about a year, dividing his holiday between England and Spain.

J. F. Linehan joined the Robert Dollar company May 13 as assistant in the freight department. Mr. Linehan has been in the Far East for a number of years, at one time manager of the Roger-Brown Co., Kobe.

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REAL ESTATE

By P. D. CARMAN

San Juan Heights Addition



The total of sales of real estate during May is the smallest for that month since 1921. May sales were below April sales by more than P70,000, but this year's total real estate sales from January to May inclusive reached a value of P4,817,846. The comparison with other years appears below.

Sales, City of Manila

	April, 1927	May, 1927
Sta. Cruz.....	P108,606	P143,763
Malate.....	64,094	66,213
Paco.....	27,168	17,090
Sampaloc.....	96,476	89,417
Ermita.....	48,888	5,000
Tondo.....	48,508	93,703
Sta. Ana.....	10,950	43,978
San Nicolas.....	89,600	12,410
Binondo.....	57,200	74,014
Quiapo.....	78,300	16,868
Intramuros.....	33,000	20,270
San Miguel.....	10,750	5,500
Pandacan.....	220	871
Sta. Mesa.....		11,450

P673,760 P600,547

The totals January to May inclusive since 1921 are as follows:

1921.....	P 3,020,551
1922.....	4,611,242
1923.....	5,337,373
1924.....	6,011,542
1925.....	5,469,699
1926.....	4,817,846
1927.....	

HUNTING IN BIKOLANDIA

The Philippines are one of the world's best big game grounds, too little known by nimrods in other countries. In provinces such as those of the Bikol region, game of course abounds. The cover is good and foraging abundant. Deer, wild boar and wild carabaos are to be had in the hills. Ducks resort to the lakes and swamps, the rice fields attract snipe, and the shooting is always good throughout the season. Real enthusiasts would even enjoy some of the hunting practices of the natives, who must generally get along without firearms. Deer and wild boar

are often tracked down with packs of dogs, among whom even a mongrel hound is highly prized, and the use of the pack may be supplemented with nets or lassos, set so as to enmesh the game as it seeks its favorite paths and tries to escape the dogs. The boar can be caught without dogs. For them the native, having spied out their rendezvous, sometimes digs pits set, over the bottom, with sharpened bamboos. Lighter bamboo strips support the covering, thatched over and baited with yams or corn. Attracted to the bait, the boar plunges through the pit covering and is impaled on the bamboos. For rifle and shotgun hunting, on field, stream or lake, it is always possible to obtain reliable native guides at very moderate fees, as in other parts of the islands.

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REVIEW OF THE HEMP MARKET

By T. H. SMITH

Vice-President and General Manager,
Macleod & Company

This report covers the markets for the month of May with statistics up to and including May 30th, 1927.

U. S. Grades: New York market opened quiet with export houses offering on a moderate scale down to a basis of F, 15-7 8 cents; J, 13-5 8 cents; J-1, 10-3 4 cents. By the second week of the month a better tone became apparent and offerings were sparing at 1/4 cent advance. Values further appreciated on I and J-1 to 14 cents and 11 cents respectively; F, however remaining around 15-5 8 cents. Mid May showed a quiet but steady market basis F, 15-7 8 cents; J, 14 cents; J-1, 11-1 8 cents. By purchasing only their bare and immediate requirements buyers were able to refrain from stiffening the market; further business being of a retail character and values basis F, 16 cents; I, 13-7 8 cents; J-1, 11-1, 2 cents at which prices market closed steady.

Manila market for U. S. grades opened on the quiet side D, P38; E, P37; F, P36; G, P21; H, P20; I, P31; J-1, P23; S-1, P35; S-2, P30; S-3, P23.4; there being more inclination on the part of buyers to operate than of sellers. Market held steady until the second week when tone turned firmer to values E, P38; F, P37; G, P21; H, P20; I, P32; J-1, P24; S-1, P36; S-2, P31; S-3, P24.4. Offerings were scarce and market continuing firm, values appreciated about 4 reales with exception of J-1 which moved to P25. A fair amount of business was put through at the advance, supplies being absorbed readily. At the close there is a moderate quantity of hemp coming on the market which still finds ready buyers and the average bid prices closes E, P39.4; F, P37.6; G, P22.4; H, P21; I, P32.6; J-1, P25.6; S-1, P37; S-2, P32; S-3, P26.

Fine grade hemp is scarce. Here and there substantial premiums are being paid for prompt supplies. American demand is still slow, however, on fine hemp.

U. K. Grades: London opened quiet with very little business passing in any position. Values basis J-2, £40; K, £39; L-1, £38.10; L-2, £38; M-1, £37; M-2, £34. Shipping houses, however, were only offering sparingly at this range of prices. The reticence of sellers soon made itself felt and early in the month the tone turned firmer with buyers at J-2, £42; K, £41; L-1, £40.10; L-2, £39.10; M-1, £39; M-2, £36 May-June shipment. An active market ruled at £1 to £1.10 advance, according to position, until the middle of May when buyers cooled off, the market turning on the dull side to J-2, £43; K, £42; L-1, £41.10; L-2, £40; M-1, £37; M-2, £34.10 May-July. Toward the end of the month market has continued firm for the near positions and actual spot, substantial premiums being paid for these positions. Forward shipment remained fairly steady but was offered at J-2, £42.5; K, £42; L-1, £41.15; L-2, £40.15; M-1, £40.5; M-2, £37, prices swinging 10/- each way according to position offered. The close of the month shows a firmer tone all round, values having the last four days appreciated rapidly to a basis of J-2, £44; K, £43.10; L-1, £42.15; L-2, £41.15; M-1, £40.15; M-2, £37.10.

Manila market for U. K. grades opened quiet in tone at a valuation of J-2, P19.4; K, P19; L-1, P18.6; L-2, P17.4; M-1, P17.2; M-2, P16; DL, P15.4; DM, P13.4. Market turned firmer on small arrivals in the second week and a moderate business took place at J-2, P20.6; K, P20; L-1, P19.6; L-2, P18.4; M-1, P18.4; M-2, P17; DL, P16; DM, P14. Supplies of lower grades were by no means freely offered and prices continued to appreciate, parcels

being bought up to J-2, P21; K, P20.4; L-1, P20; L-2, P19; M-1, P18.4; M-2, P17.4; DL, P16.4; DM, P14. Market closes at about this basis but sellers scarce.

Demand from Japanese sources has improved somewhat during latter two weeks of the month but cannot be called normal yet.

Freight Rates: Freight Rates remain without change.

Statistics: We give below the figures for the period extending from May 3rd to May 30th, 1927.

	1927	1926
Stocks on January 1st.....	112,382	153,181
Receipts to May 30th.....	529,666	559,130
Stocks on May 30th.....	140,256	205,633

Shipments

To the—	To May 31, 1927 Bales	To May 31, 1926 Bales
United Kingdom.....	133,410	121,663
Continent of Europe.....	54,101	66,773
Atlantic U. S.....	118,800	146,793

U. S. via Pacific.....	54,535	51,682
Japan.....	95,528	86,226
Elsewhere and Local.....	45,418	33,539
Total.....	501,792	506,678

CHINA OFFICE CLOSURE

The Shanghai office of the Northern Pacific Railway will be abolished on June 1, 1927. R. J. Tozer, formerly general agent for the Orient, is now located in Seattle, Wash., 200 L. C. Smith Building, as assistant general passenger agent, and will continue to be in charge of solicitation in the Orient. The Northern Pacific Railway operates the *New North Coast Limited*, one of the newest and finest all-steel passenger trains between Seattle and Chicago. The schedule of this train, leaving Seattle at 9:30 a. m. daily, offers patrons the opportunity of passing through the beautiful Cascade and Rocky mountains during the daytime.

Manila-made Rope makes a name for itself

By United Press

WASHINGTON, June 3.—Senator Edward I. Edwards, Democrat of New Jersey, requested the Tariff Commission to investigate the free entry of Manila rope and its effect on the American rope industry.

The move is the first of what promises to be a concerted attack on the policy which allows the Manila product to enter the United States free of duty.

Agents of the Ajax Rope Company have arrived on the scene with formal protests against "unfair competition" with the Manila rope industry and demanding that the whole question be raised and argued before the tariff commission. Their plan is to bring it eventually before Congress.

They say that free trade between the Philippines and the United States was originally adopted on the basis that raw products alone would be allowed to come in duty-free. Those behind the movement say that the question will be decided on the basis of whether the rope factories of the Philippines are to be financed by American or foreign capital.

—Manila Times, June 5, 1927

Johnson-Pickett Rope Company

301 Muelle de la Industria

Manila, P. I.

MAY SUGAR REVIEW

By GEORGE H. FAIRCHILD



New York Market: (Spot). During the month under review, the American sugar market was dull and uninteresting with only slight fluctuations in values, the lowest point reached being on the 2nd instant when some 3,000 tons of Cubas afloat were sold at 2-31.32 cents c. and f., which is equivalent to 4.74 cents landed terms.

July 1st, 1927, duty paid, for P. I. centrifugal. There was slight improvement in the market on the 3rd and 4th instant, and sales of Cubas for May shipment were effected to operators at 3-1.16 cents c. and f. (4.84 cents l. t.), but shortly afterwards the market eased and showed no tendency to operate with only insignificant transactions made at prices ranging from 3.00 cents (4.77 cents l. t.) to 3-1.16 cents c. and f. (4.84 cents l. t.). After fair sales of Cubas had been made at 3-1.8 cents c. and f. (4.90 cents l. t.) on the 11th, buyers retired, and the market was again quiet throughout the third week, with only small sales of Cubas at 3-3.32 cents c. and f. (4.87 cents l. t.) and 3-1.16 cents c. and f. (4.84 cents l. t.).

A distinct improved tone in the market was evident towards the close of the month, there having been large sales of prompt Cubas at 3-3.32 cents c. and f. (4.87 cents l. t.) and small sales for July shipment at 3-1.8 cents c. and f. (4.90 cents l. t.), but, as was the case in the previous weeks, immediately after the market had shown slight improvement, buyers withdrew, and prices again declined to 3-1.16 cents c. and f. (4.84 cents l. t.) at the close of the month. The disappointing course of the American sugar market during the month under review was apparently due to a great extent to the practice of the refiners of making their purchases only for their immediate needs. By deferring their purchases for their future requirements they depressed the market and in this way were able to buy at lower prices sugars afloat and nearly due. It is the general opinion, however, that the refiners cannot delay much longer to provide for their summer requirements if the statistical position alone were the guiding factor.

Stocks in the U.K., U.S., Cuba and European statistical countries at the end of the month were 3,940,000 tons as compared with 4,663,000 tons at the same time in 1926 and 3,397,000 tons at the same time in 1925, while the Cuban stocks in Cuba on the 23rd instant were 1,480,000 tons against 1,522,919 tons in 1926 with seven Centrals still grinding against 35 mills at the same period last year. The stocks in the Atlantic coast on the 26th were 258,000 tons against 366,196 tons at the same time in 1926, showing an improvement in the statistical position over that of last year. With better weather, there should be greater demand for refined in the United States, were it not for the reports of a poor fruit crop due to unseasonable weather which it is believed will materially curtail the fruit output which requires annually large quantities of sugar for canning purposes.

As brought out in my previous review, the present low prices might also be due to the financial embarrassments of a heavy operator in Japan, whereby distressed quantities of Java sugar were forced to seek a market in Europe, seriously affecting the European demand for Cuban sugar.

(Futures). Quotations on the Exchange have fluctuated slightly and quite independently of those of the spot market. Spot quotations for prompt shipment of Cubas have on several occasions been slightly higher than those for May delivery on the Exchange. The following shows the fluctuations of the quotations for futures during May:

	High	Low	Latest
May.....	3.03	2.91	2.95
July.....	3.10	2.97	2.97
Sept.....	3.20	3.07	3.07
Dec.....	3.26	3.15	3.15
Jan.....	3.11	3.00	3.00
March.....	2.95	2.82	2.82

(Philippine Sales). Approximately 49,000 tons of Philippine centrifugals, afloats and near arrivals, were sold in New York at prices ranging from 4.74 cents to 4.90 cents landed terms.

These make a total of Philippine sales of the 1926-27 crop in the United States since September 1926 to May 31, 1927, of around 310,000 tons or about three fifths of the 500,000 tons available for exports. Recent advices received from New York stated that Porto Rico has already sold in that market 70 per cent of its 1926-27 sugar crop, while Cuba so far has made sales aggregating only 50 per cent of this year's crop.

Local Market: Influenced by the course of the American sugar market, only insignificant sales of centrifugal sugar have been made in the local market during the first three weeks of the month under review, at prices ranging from P10.87 to P11.75 per picul. During the last week of the month, however, the local market had been fairly active with sales aggregating 125,000 piculs at prices ranging between P11.50 and P11.75 per picul. The Chinese have invariably been the traders in the muscovado market on the basis of from P6.40 to P6.85 per picul for No. 1.

The rainy season set in during the latter part of May with pouring rains, followed at times with strong winds which, fortunately, did not develop into destructive typhoon proportions. While the first rains in May benefited the cane, increasing stooling and growth, the continuous downpour during the last week of the month has made cultivation operations very difficult, resulting in a rapid growth of weeds which, if not promptly remedied, will seriously affect

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the prospects of all backward cane. Records show the volume of rains that fell in May has so far been the largest in previous years at the same period.

With the exception of two or three Centrals in Negros which are still grinding and will probably not finish until some time in September or October, the 1926-27 milling season has terminated. The results which have been received from some of the centrals indicate that the final production will approximate the last estimate of the Philippine Sugar Association of 535,000 tons. Of this amount, 349,823 tons have already been shipped to the United States since November 1926. The following are detailed shipping statistics of the Philippine centrifugal sugar from January 1 to May 28, 1927:

	U. S. Atlantic	U. S. Pacific	China and Japan	Total
Centrifugals	254,754	46,212		300,966
Muscovados		43	14,035	14,078
Refined		810		810
	254,754	47,065	14,035	315,854

Java Market: This market was dull and uninteresting during the first half of May, undoubtedly due to the apprehension as to the normal liquidation of the Japanese operator in Java as a result of financial embarrassments. Recent advice, however, to the effect that a Japanese syndicate has been formed for the purpose of liquidating the position of the Japanese operator has restored confidence and the Java market showed an improvement in the latter half of the month with advancing prices for Head sugar. Latest quotations for Head sugar are as follows:

	Head Sugar	Per Picul
SpotGs. 16-1/2	= P 8.71
JuneGs. 16-1/4	= 8.58
July, Aug., Sept.Gs. 16	= 8.45

The second estimate of the 1927 crop has been issued showing that the crop this year will aggregate 1,959,948 long tons, being slightly less than the previous estimate. This compares with the 1926 production of 1,784,647 long tons, or an increase of 175,301 long tons.

Grinding for the 1927 crop has already commenced. Several mills have already been grinding since April and the result so far obtained showed that the average weight of the cane was practically the same as last year, while the rendement was much better. However, due to the rains which fell during the first half of May, a few mills have temporarily stopped grinding owing to the low rendement.

European Prospects: The recent estimate of European beet sowings issued by Dr. Gustav Mikusch showed an increase of 11 per cent over those of last year. Dr. Mikusch placed the total area in Europe under beet this season at 2,425,000 hectares as compared with 2,182,000 hectares last year, or an increase of 343,000 hectares. The following table gives the area estimated for the principal countries together with the actual sowings last year.

Country	Hectares (1927)	Hectares (1926)
Germany	395,000	374,000
Danzig	5,000	4,000
Czecho-Slovakia	271,000	258,000
France	227,000	219,000
Belgium	67,000	62,000
Netherlands	65,000	60,000
Poland	194,000	187,000
Yugoslavia	45,000	43,000
Russia	640,000	542,000
Other Countries	516,000	433,000
Total	2,425,000	2,182,000

It is reported that the consumption in France has fallen off by 125,000 tons during the period from October 1, 1926, to April 30, 1927. The consumption in France for the same period in the previous year amounted to 619,436 tons, making the consumption for the corresponding period in 1926-27 approximately 494,500 tons.

TOBACCO REVIEW

By P. A. MEYER
Alhambra Cigar and Cigarette
Manufacturing Co.



Raw Leaf: The export business, with the exception of China and Japan, continues moderately active. However, consignments of leaf tobacco and scraps to the United States fell off considerably, due to very low offers from Porto Rico. Shipments abroad during May were as follows:

	Leaf Tobacco and Scraps Ribbon
Australia	192
Belgium	26,750
China	1,428
Czechoslovakia	1,036,095
France	478,400
Germany	13,584
Holland	17,177
Hongkong	26,113
Java	384
Spain	240,120
Straits Settlements	2,617
Tonkin	74
U. S. A.	9,302
	1,852,236

Cigars: As borne out by the statistics at foot, a very sharp decline in the export to the United States is again registered for May. The situation for most of the Manila manufacturers is growing from bad to worse, a number of establishments having been compelled to close their doors, waiting for an improvement in business. Comparative figures for the trade with the United States are as follows:

	Export of Cigars to United States
May, 1927	10,175,602
April, 1927	14,038,283
May, 1926	17,584,906

COPRA AND ITS PRODUCTS

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

COPRA



April firmness in this commodity continued throughout the entire month of May, despite the fact that buying pressure was eased temporarily by local mills and exporters for the purpose of ascertaining whether prices could be reduced to bring them in line with foreign market quotations. Although production in Laguna and Tayabas has been very low, southern island arrivals by steamer have been well maintained, consequently average receipts at Manila while subnormal have been slightly in excess of expectations for the month of May. Total Manila receipts for the month were 172,114 sacks which compares favorably for the same month during 1925 but lacks 97,000 sacks of equaling May arrivals during 1926. The U. S. copra market improved slightly during May and closed with buyers bidding 4-7/8

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cents c. i. f. Pacific Coast Ports and sellers asking 5-1/16 cents to 5-1/8 cents. There is nothing of interest reported from London and the Continent in connection with copra and closing quotations were £26/2/6 for Cebu and £25/12/6 for F. M. M. Manila. Latest cables follow:

San Francisco: Buyers, 4-7/8 cents to 5 cents; Sellers, 5-1/16 cents to 5-1/8 cents. London—Cebu, Buen Corriente, P'11.375 to P'11.50; Rescadero, P'12.75 to P'13.00.

COCONUT OIL

The U. S. market for coconut oil has remained practically unchanged throughout the entire month of May with buying pressure well controlled and available stocks sufficient to meet normal demand. Nearby offerings carry a penalty of 1/8 cent over futures. With competing fats and oils sluggish and in ample supply, buyers are not keen on heavy forward purchases of this item. The government report released about the middle of the month covering consumption of refined cottonseed oil showed a disappearance of 205,000 barrels which was interpreted by the trade as bearish. Latest cables:

San Francisco 8 1/8 cents f. o. b. tank cars
New York 8-3/8 cents f. o. b. tank cars
London No quotation.

COPRA CAKE

Both the U. S. and Continental markets for copra cake continued firm and, with the closing of this report, business can be done at \$32.50 c. i. f. West Coast Port and £8 c. i. f. Hamburg, both quotations for any position. Manila stocks have been well cleaned up and offerings from mills are light. Latest quotations:

REVIEW OF THE EXCHANGE MARKET

By STANLEY WILLIAMS
Manager International Banking Corporation.



This report covers the months of April and May, the report for the former month having been unavoidably withheld from publication in the May issue of the *Journal*.

Telegraphic transfers on New York were quoted at 3/4% premium on March 31st. On April 2nd the rate was raised to 7/8% premium at which level the rate was unchanged and steady until May 5th when the rate was raised to 1% premium. The market was unchanged on this basis with some banks asking 1-1/8% premium until the close on May 31st.

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Sterling cables were quoted at 2 0 1/2 on March 31st with buyers at 2 0 5/8. On April 2nd the rate was lowered to 2 0 7/16 and buyers were not inclined to do better than 2 0 9/16. The market was unchanged until May 4th when rates were lowered to 2 0 3/8 sellers and 2 0 1/2 buyers. On May 17th rates were again raised to 2 0 7/16 sellers 2 0 9/16 buyers and the market was unchanged on that basis until the close of business on May 31st.

Three months sight credit bills were quoted at 2 1 1/4 with 3 m s D P bills at 2 1 3/8 on March 31st. These rates were lowered to 2 1 3/16 and 2 1 5/16 on April 1st and to 2 1 1/8 and 2 1 1/4 on April 2nd. On May 5th they were again lowered to 2 1 1/16 and 2 1 3/16 and remained unchanged at that level until the close on May 31st.

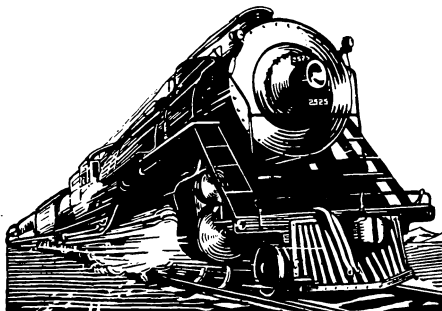
The New York London cross rate closed at 485 11 16 on March 31st. It touched a high during April of 485 13 16 on April 2nd, 4th and 5th, and a low for the month of 485 9 16 on the 11th and 22nd, closing on April 30th at 485 3 4. The high rate for May was 485 15 16 on May 3rd, 4th and 5th and the low was 485 3 8 on May 17th and 18th. The closing rate on May 31st was 485 13 16.

London Bar Silver closed at 25 7 8 spot 2 5 11/16 forward on March 31st. The high for the month of April was 26 3 4, 26 1 2 on April 6th and the low was 25 11 16 spot and forward at which the market closed on April 30th. The low rate for the month of May was 25 3 4 spot and forward on May 2nd and the high was 26 9 16 spot 26 7 16 forward on May 30th. The rate at the close on May 31st was 26 3 8 spot 26 1 4 forward.

New York Bar Silver closed at 56 1 4 on March 31st. The high rate for April was 57 1 4 on April 6th and the low rate for that month was 55 5 8 at which it closed on April 30th. The low rate for May was 55 3 4 on May 2nd and the high was 57 1 4 on May 26th and May 31st.

Telegraphic transfers on other points were quoted nominally at the close on April 30th and May 31st as follows:

	April 30th	May 31st
Paris	11 95	12 05
Madrid	179 3 4	179 1 4
Singapore	113 3 4	114 1 4
Japan	97	94 1 4
Shanghai	79	78 1 4
Hongkong	101	100 1 4
India	135 1 2	135
Java	123	122 1 2



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STATISTICAL REVIEW

IMPORTS AND EXPORTS FROM AND TO ATLANTIC AND PACIFIC PORTS BY NATIONALITY OF CARRYING VESSELS

Nationality of Vessels	Period	IMPORTS				EXPORTS		
		Atlantic	Pacific	Foreign Countries	Total	Atlantic	Pacific	Total
American Monthly	April, 1927	2,565,699	3,934,064	24,973	6,524,736	6,705,660	4,191,581	10,897,241
	April, 1926	3,503,277	3,374,582	10,697	6,888,556	4,773,312	2,976,130	7,749,342
	Average for April, 1927	3,486,801	3,654,059	50,468	7,391,325	4,843,827	5,152,060	10,095,883
British Monthly	April, 1927	2,836,479	82,873		2,919,352	6,219,124	324,800	6,543,924
	April, 1926	2,519,693	206,119		2,725,812	2,797,170	843,836	3,639,956
	Average for April, 1927	3,430,085	363,503	8,848	3,802,437	3,468,228	396,640	3,864,725
Japanese Monthly	April, 1927	5,816	4,827	10,643	3,483,295			3,483,295
	April, 1926		2,568	2,568	460,778			460,778
	Average for April, 1927	7,786	841	1,720	10,348	1,740,711	152,247	1,992,958
Swedish Monthly	April, 1927						1,231,490	1,231,490
	April, 1926						565,451	565,451
	Average for April, 1927						332,454	332,454
Norwegian Monthly	April, 1927					1,528,786		1,528,786
	April, 1926					727,169		727,169
	Average for April, 1927			1,865	1,865			
Panaman Monthly	April, 1927						820	820
	April, 1926							
	Average for April, 1927							
Philippine Monthly	April, 1927							
	April, 1926							
	Average for April, 1927			55	55			
German Monthly	April, 1927			501	501			
	April, 1926							
	Average for April, 1927					13		
Spanish Monthly	April, 1927							
	April, 1926							
	Average for April, 1927			263	263			
Dutch Monthly	April, 1927							
	April, 1926			173	173			
	Average for April, 1927			30	30			
Mail Monthly	April, 1927		321,948		321,948		523,320	523,320
	April, 1926		443,483		443,483		927,266	927,266
	Average for April, 1927		391,914		391,914		789,404	789,964
Total Monthly	April, 1927	5,407,994	4,343,713	25,474	9,777,189	16,408,079	4,211,191	21,679,270
	April, 1926	6,022,970	4,026,752	10,697	10,060,419	9,334,906	5,312,683	14,867,579
	Average for April, 1927	6,924,672	4,611,159	63,270	11,599,092	10,877,319	2,894,509	13,771,828

Note: Monthly average is for 12 months previous to April, 1927.

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PRINCIPAL EXPORTS

Table of Principal Exports showing Commodities, Quantities, and Values for April 1927, April 1926, and Monthly average for 12 months previous to April 1927.

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

PRINCIPAL IMPORTS

Table of Principal Imports showing Articles, Values, and Percentages for April 1927, April 1926, and Monthly average for 12 months ending April 1927.

CARRYING TRADE

Table of Carrying Trade showing Nationality of Vessels, Values, and Percentages for April 1927, April 1926, and Monthly average for 12 months ending April 1927.

EXPORTS

Table of Exports showing Nationality of Vessels, Values, and Percentages for April 1927, April 1926, and Monthly average for 12 months ending April 1927.

TRADE WITH THE UNITED STATES AND FOREIGN COUNTRIES

Table of Trade with the United States and Foreign Countries showing Ports, Values, and Percentages for April 1927, April 1926, and Monthly average for 12 months previous to April 1927.

TRADE WITH THE UNITED STATES AND FOREIGN COUNTRIES

Table of Trade with the United States and Foreign Countries showing Countries, Values, and Percentages for April 1927, April 1926, and Monthly average for 12 months previous to April 1927.

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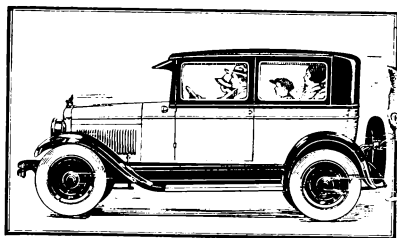
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