



Through the Coconut Gardens of the Philippines

By THE EDITOR

Some day a real poet is going to bring forth a masterpiece entitled "To A Coconut Palm". In it he will adequately describe the regal stateliness, leathery grace, and exquisite chiaro-oscuro of the coconut palm. Besides being the most useful of all palm species, the coconut is the most beautiful of its kind. Some would award the prize to the royal palm, but the latter tree would appeal more to those whose taste runs to solid, regular, massive works of art, such as St. Paul's or the Coliseum. For fineness of curve and outline, brilliance of hue and delicacy of general artistic impression, the appeal of the coconut palm will probably be stronger to a majority of people. One of the most popular scenic photographs on sale in the Escolta photo shops is that of a silhouette of a leaning coconut palm over a beach at set of sun. The lone tree, through its bare but exquisitely beautiful outline, produces an astonishing effect from an artistic standpoint. It has a beauty that defies analysis, and, as we have said at the beginning of this article, only a superbly gifted poet will some day be able to adequately convey its effect in words.

Within a few hours' automobile ride of Manila lies the Coconut Garden of the Philippines. Mile upon mile of these beautiful palms are passed on the splendid road. As far as the eye can reach are groves of slim-fronded trees, affording an ever-entrancing vista beyond the sides of the road that they line. Here and there the view is broken by a bamboo grove or a patch of rice field, giving variety to the scenery that flies by like a painted panorama. Far to the east stands cloud-topped Banahao, monarch of Philippine mountains and dominating the province of Tayabas, while to the east of the road, Makiling, pride of the Laguna range, rears his green-clad head. It is a journey both entrancing and stimulating, through this tropical garden almost on the outskirts of Manila.

LEAVING MANILA

Complaint is sometimes made by people who ought to know better that there are no attractions for tourists in the vicinity of Manila. Such statements are merely professions of a lack of knowledge. The tourist who knows or who is properly guided can find much to see and learn and entertain him within a few hours' journey of the Philippine capital. To the tourist with only a day at his disposal, no trip can give greater satisfaction than that to Lucena or Lukban, Tayabas province, by way of the Manila South Road. The journey to Lucena, crossing Laguna and Tayabas provinces, the premier coconut-growing districts of the Philippines, can be made comfortably in four hours. It is three-quarters of an hour's ride from Lucena to Lukban, in the mountains at an elevation of 2,200 feet. If desired, the night may be spent in Lucena, where there are two hotels, and the return journey to Manila completed before noon the next day. The trip makes an ideal week-end excursion for Manilans, but it is doubtful if many residents of the city who own motor cars have made it. It is the first of a number that will be described in this publication.



Photo by N. Lyons

Laguna-Tayabas Provincial Boundary

As we leave the Malate district of Manila, by way of Cavite Boulevard or Calle A. Mabini, we pass Fort San Antonio Abad, now a grim and lonesome ruin, at the right. Here it was that the American forces that occupied Manila met the first feeble resistance on their march into the city from Parañaque, farther along the road. It was here that Colonel Henry B. McCoy, now manager of the Manila Railroad Company, first planted the American flag on Philippine soil, leading the Colorado Volunteers against the walls of the fortress in the face of the Spanish fire. A little way beyond the fort looms up an old iron steamer hulk, the remains of some marine disaster in the days before American occupation. It was there at the time the American forces landed, and marked the end of the Spanish trench lines defending the city.

CONTRASTS IN PASAY

The Pasay road through which we are now speeding is perhaps the least attractive portion of the whole trip. In Pasay, a municipality adjoining Manila, have settled down the riff-raff of the Manila underworld, and among the shacks that line the dusty road are dives of all descriptions, the cheap signs inviting the low-brow fraternity to attractions of a doubtful nature. Within a few minutes, however, we are passing

the residential section of Pasay, a favorite place of residence for Manila Americans. There is a sharp contrast between the native and American sections of the town. We swiftly pass the Polo Club and Forbes Field, monuments to the generosity and sporting blood of ex-Governor General Forbes, who bought the tract out of his personal funds and later donated it to the Club. Directly adjoining the polo field on the south is a fine new concrete dwelling erected by Carlos Young, one of Manila's business pioneers. The American residences in this section of Pasay are for the greater part substantial well-kept living places surrounded by ample grounds. A few hundred feet to the west is the beach, where many Manilans bathe and at night enjoy the cool breeze.

We now come to Camp Dewey, at present the Parañaque Aviation Field, where the American army of occupation landed previous to the march on Manila in 1898. Seven hangars house army airplanes that form part of the Philippine air forces. Just before reaching the aviation field you may have noted a sign labelled "Camp Nichols" on the left. The camp is not visible from the road, but behind the thick bamboo and tree clumps that line the road is a pretty little camp with parade ground, barracks, officers' houses and all. Philippine Scouts are stationed there.

During the war, when the Philippine Division was being formed at the instance of Manuel L. Quezon, an American oil speculator named Carl Hamilton, who had a large interest in the Visayan Oil Company, bought the tract now used as an aviation field and set it aside for the National Guard. Here a camp was established for the training of the 15,000 Filipinos who were to form the Philippine Division at the fighting front.

SALT FROM BAY WATER

Far away across the bay to the right may be seen the three 650-foot towers of the Cavite naval radio station. These towers are in wireless communication with the wireless receiving station at Los Baños. The galvanized iron telegraph poles on the road further along bear the Los Baños-Cavite and Manila wires, for the radio messages to Manila are received via Los Baños, which locality seems to be especially suited for the function.

The picturesque plaza of Parañaque lies just beyond the Parañaque bridge, spanning an estuary of Manila Bay, and a little further on is Las Piñas, whose chief claim to fame arises out of the bamboo organ housed in the old church of the municipality. Tourists often stop at this church to view this instrument, which, though built over a century ago, still brings forth rich and sweet tones.

Just beyond the 13 kilometer post is a series of salt beds, utilizing the salt water back flow from the bay for the manufacture of salt. The salt water is retained in a basin and then is drained off by gravity into several successive basins, increasing in concentration each time. The brine is then spread over evaporating beds, the bottoms of which are made impervious by the use of a species of fire clay. Through the action of the sun and air, the salt forms on the

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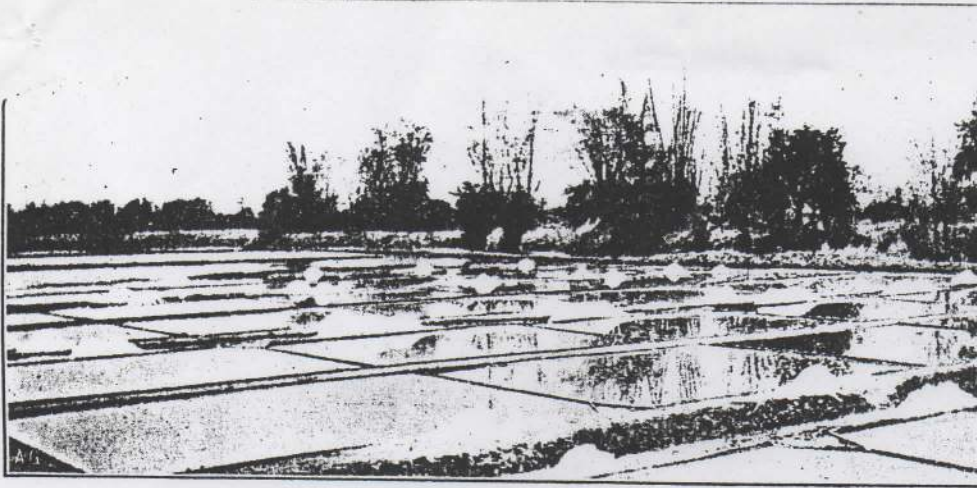


Photo by N. Lyons

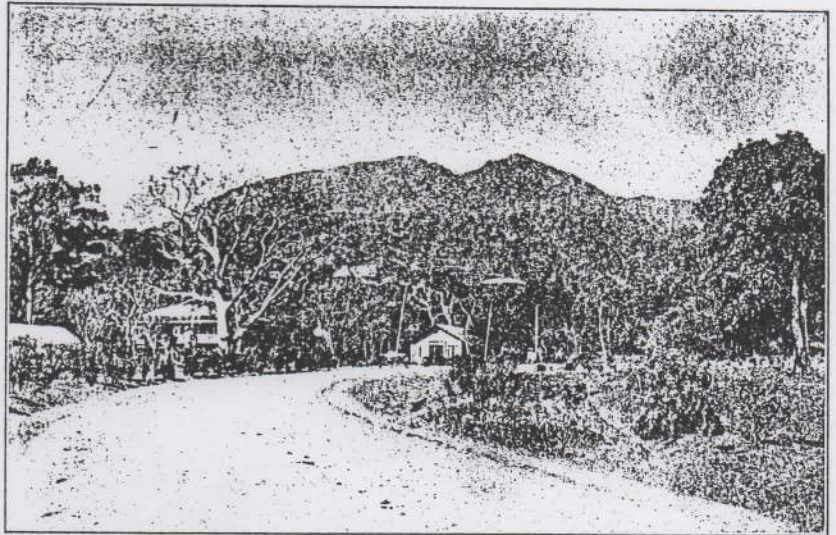
Salt Beds along Manila South Road

surface in the shape of an ice-like incrustation and is scraped off into glittering white piles. Our illustration shows a group of these evaporating beds and salt piles.

LAKE AN OUTSTANDING FEATURE

At about the 25-kilometer post we enter the Alabang Stock Farm reservation, maintained by the government for the purpose of breeding blooded stock for propagation purposes throughout the Islands. In the fields may be seen Indian cattle and other blooded animals. At this station, rinderpest vaccine and other bacteriological and veterinary preparations are manufactured. To those interested in cattle and stock farming, a visit to the establishment will prove extremely interesting.

Adjoining the Alabang Farm at about the 29-kilometer post, is the San Pedro de Tunasan Estate, owned by an American of Manila, Mr. Carlos Young, who purchased it from the Spanish friars. It is being administered along modern lines. Many years ago, this locality was evidently the center of a silk growing industry. Inscriptions on the ruins of what was probably a silk farm or factory indicate the existence of such an establishment in the years 1718 and 1794. At any rate, it is known that silk was produced there. No silk is now being produced in the Islands. Part of the estate is now planted to sugar cane, and on the right we pass the small sugar mill that handles 100 tons of cane a day. We proceed through the town of San Pedro de Tunasan, noting particularly the splendid, wide tree-lined road that leads to the Laguna de Bay (Bay Lake). From here until after we pass Los Baños, the lake, together with Mount Banahao, elevation 7,200 feet, forms an outstanding feature of the scenery to the east of the road. The low country adjoining the lake



Courtesy, Bureau of Science

Mt. Makiling, from Sto. Tomas, Batangas

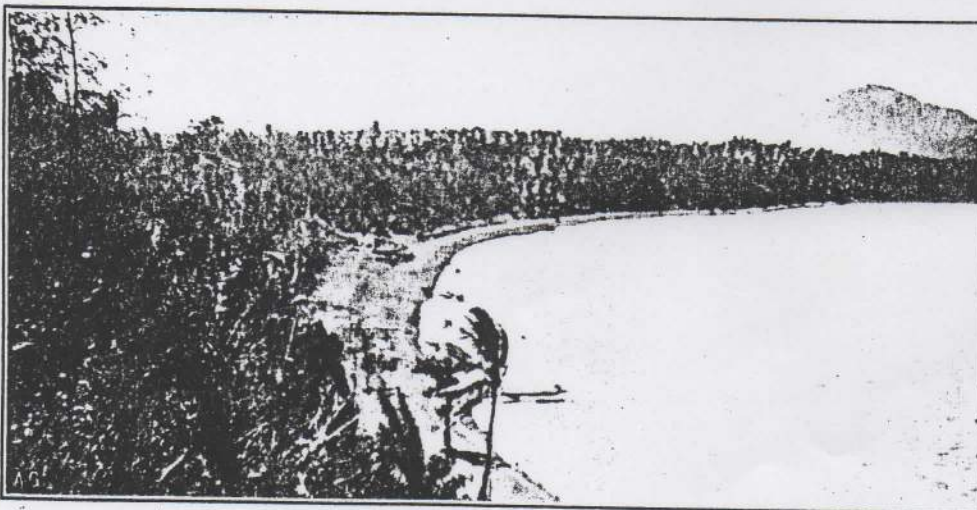


Photo by N. Lyons

Sampaloc Lake, from San Pablo, Laguna

is a favorite hunting ground for snipe mireds during the snipe season in the late summer and fall of the year.

LOS BAÑOS AND CAMP ELDRIDGE

At kilometer post 37 we pass through the town of Biñang, a typical Filipino community. Santa Rosa, another town, is four kilometers further along, and then comes Cabuyao. Calamba, 56 kilometers from Manila, ranks high in the affections of the Filipino people, for it is here that José Rizal, the national Filipino hero, was born. The Calamba Sugar Estate is situated a few kilometers from this town. It has one of the largest sugar centrals in the Islands and is well worth a visit. An hour or two at this estate is sure to be prolific of interest and information. Beyond Calamba the country becomes somewhat hilly and the road leads through a rather deep cut in the hillside, the grade becoming somewhat steep. Soon the level country is reached, however, and some of the prettiest scenery of the trip is passed, with the lake to the left and Mount Makiling, about 5,000 feet high, to the right. On the other side of Makiling, invisible from the road, lies Taal Lake and the volcano of the same name. This volcano is now dormant, but in 1911 it erupted with terrible loss of life. Over

5,000 people are reported to have been killed in the Taal disaster of 1911.

Soon we pass the Navy Radio receiving station at Los Baños and enter the town. A well-kept hotel is located at the edge of the lake and close by the hotel are the Isuan bottling works, where the famous bottled water of that name is manufactured. The mineral and radium content of the hot springs at Los Baños is such as to give the water great therapeutic value, so that the springs are the mecca of those whose ills can be relieved by the healing waters. The Los Baños Hotel has excellent bathing facilities and maintains a staff of expert masseurs and attendants. The noon hour may be spent at the hotel in comfort. The hotel, it might be added, has an enviable reputation for the quality of its table.

No trip through Los Baños is complete without a visit to Camp Eldridge, a beautiful United States army post adjacent to the town. It is only a few hundred feet from the hotel to the post and the trip may be made on foot. A good automobile road, however, leads through the post. The officers' quarters are situated at an elevation of several hundred feet, circling a green bowl traversed by one long line of trees.

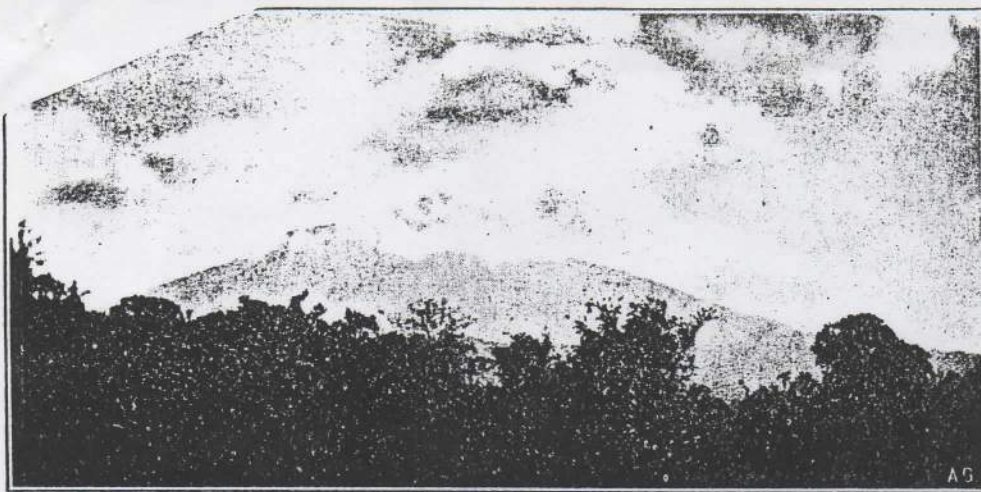


Photo by N. Lyons

Cloud-Topped Banahao, from Lucena-Lukban Road

The bowl is laid out in a well-kept golf course. The view from the top of the hill is magnificent, the vista to the north extending clear across the lake, while on the other side, back of the officers' quarters, are the undulating foothills of the Laguna range that separates Batangas and Laguna provinces. Camp Eldridge is an excellent example of what intelligent landscape gardening and utilization of natural features can accomplish in the Islands. It is a beautiful spot and should not be missed by the tourist.

Los Baños is 66 kilometers from Manila. A few miles beyond are the grounds of the College of Agriculture of the University of the Philippines. The main buildings are reached by a short detour to the right. Here the government is attempting to produce a breed of scientific farmers who are expected to make two blades of grass grow where only one grew before. The students are cosily housed in small cottages and maintain a number of model gardens and plots.

A SURPRISE AT SAN PABLO

We return to the main road and proceed on our way south. The first town passed beyond the Agricultural College is Bay, fronting on the lake. Before the railroad traversed that part of the country, Bay was the head of navigation on Laguna de Bay. Here was the meeting place of pack trains and lake vessels, where the produce of the country was exchanged for the merchandise of Manila. Now it is a sleepy little town, basking in the departed glory of its deserted warehouses.

Beyond Bay is the Calauang Estate of several thousand acres. This productive and extensive property is being cut up into smaller tracts and sold to tenants and settlers. Some of the land is still virgin and has to be cleared, but most of it is ideally adapted to coconut culture. We have now reached the coconut belt of the province of Laguna and these beautiful palms form a welcome addition and variation to the scenery. At the 88-kilometer post we come to San Pablo, the center of the coconut region of Laguna and the largest and most prosperous town in the province. The substantial buildings and elaborate business establishments at once proclaim the semi-metropolitan character of the city. A large oil mill still operates in this town. The war boom in coconut oil has done much for San Pablo in the way of civic appearance and prosperity.

Now for a pleasant surprise. On reaching San Pablo, direct the chauffeur to go to Sampaloc Lake. He will take a turn or two through the streets and then proceed up a rather steep little hill. Before you are aware of it, you are looking down into as pretty a little circular lake as exists anywhere. There it lies, probably 400 feet below you, surrounded by the foothills of Banahao, curly-topped coconut palms predominating in the landscape. Looked at from above, these palms present a novel appearance. The lake is about a mile and a quarter across. It is a perfect little gem of its kind, and comes as a

distinct surprise upon the traveler. Probably it is the crater of an extinct volcano, but the natives have a legend of their own as to its origin.

Many years ago, so the story goes, an old woman owned a fine sampaloc tree in a village that occupied the site of the present lake. One day an old beggar came along and offered to buy the tree. The woman refused to sell it. He argued long and loud, but the old lady remained adamant in her refusal. Finally the wanderer went off in the direction of Banahao. When he had gone a short distance a terrible noise was heard and the lake arose out of the ground, drowning the village and the old woman.

A peculiar fact about Sampaloc lake is that it has an outlet but no inlet, so far as investigation has disclosed. It must obtain its water from hitherto undiscovered subterranean sources.

THROUGH TAYABAS TO LUCENA

A few kilometers beyond San Pablo we cross the boundary between the provinces of Laguna and Tayabas, marked by an inscribed arch. Now the country is practically all coconut, every inch being occupied by stately groves. Here and there we see a drying shed where the natives smoke out the coconut meat from the shells. The first town we come to in Tayabas along the South Road is Tiaong, 102 kilometers from Manila. Twelve kilometers further on is Candalaria. Between these two towns we note evidences of a disastrous flood not many years ago that destroyed substantial bridges and brought down from the heights of Banahao large rocks and boulders, wreaking terrible havoc. The

natives, when questioned by the writer, seemed to know nothing regarding this flood, but the piled up rocks, devastated tracts and wrecked bridges bore mute yet eloquent testimony to its occurrence. The date 1913 on one of the demolished bridges shows that the flood must have taken place after that date. Beyond occasional devastated places in the vicinity of the beds of small streams, along which the rushing waters must have taken their course and a few scattered rocks in unexpected spots, the country bears no visible signs of the flood. It is green and flourishing, clothed in a waving mantle of coconut palms.

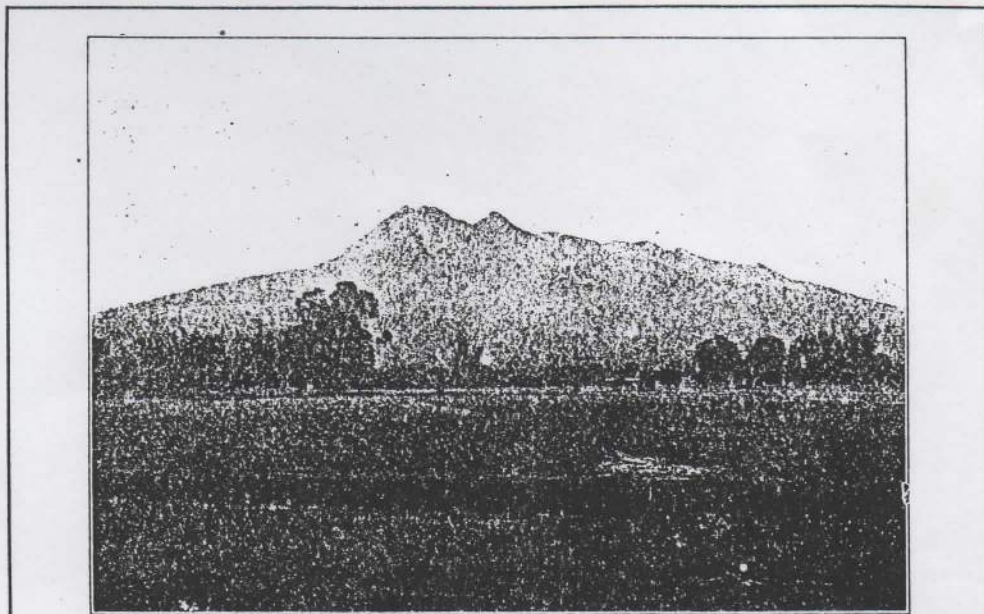
Sariaya, 124 kilometers from Manila, is evidently a town with a civic conscience and a public-spirited citizenry. One cannot help but note its well-kept gardens and the general attempts of the house-owners to make something of their front and back yards. Flowers grow in profusion in Sariaya and add immensely to the appearance of the town. Just this side of Sariaya is another reinforced concrete demolished bridge, wrenched from its approaches by the angry rush of waters. It lies slantingly athwart the bed of the stream, a sad exhibit of the power of Nature's primitive and elemental forces.

It is only 12 kilometers from Sariaya to Lucena, an important Tayabas port and the largest town and capital of the province. It is not a particularly imposing municipality, but bears evidences of the boom times of the war years in the shape of a number of decidedly pretentious business buildings and private dwellings. There are two hotels in Lucena, one run by a Chinaman and the other by a Filipino. Both afford fair lodging and food to the traveler but neither is up to metropolitan standards.

At Lucena the road divides, one branch going north to Lukban and the other continuing east to Atimonan. The latter road, over the Tayabas mountains, is a scenic route of great fame and is worthy of a separate article. It is rivalled only by the Benguet and Naguilian roads in the Philippines, and, in the opinion of some people, is even more noteworthy from a scenic standpoint than the aforementioned mountain highways.

CLIMBING TO LUKBAN

We shall continue on the Lukban road up the foothills of Banahao. This is really a magnificent stretch of road and the country through which it leads is among the most fertile in the Islands, aside from its scenic beauty. As we ride out of Lucena we leave the large Constabulary barracks behind us on the left. Here General Bandholtz was stationed in the early days of the Constabulary. As the road rises in elevation, the scenery changes in character. A large species of fern is prominently in evidence. Coconut groves line both sides of the road at frequent intervals, but the flora is decidedly more diversified than in the lowlands. The writer made the trip during



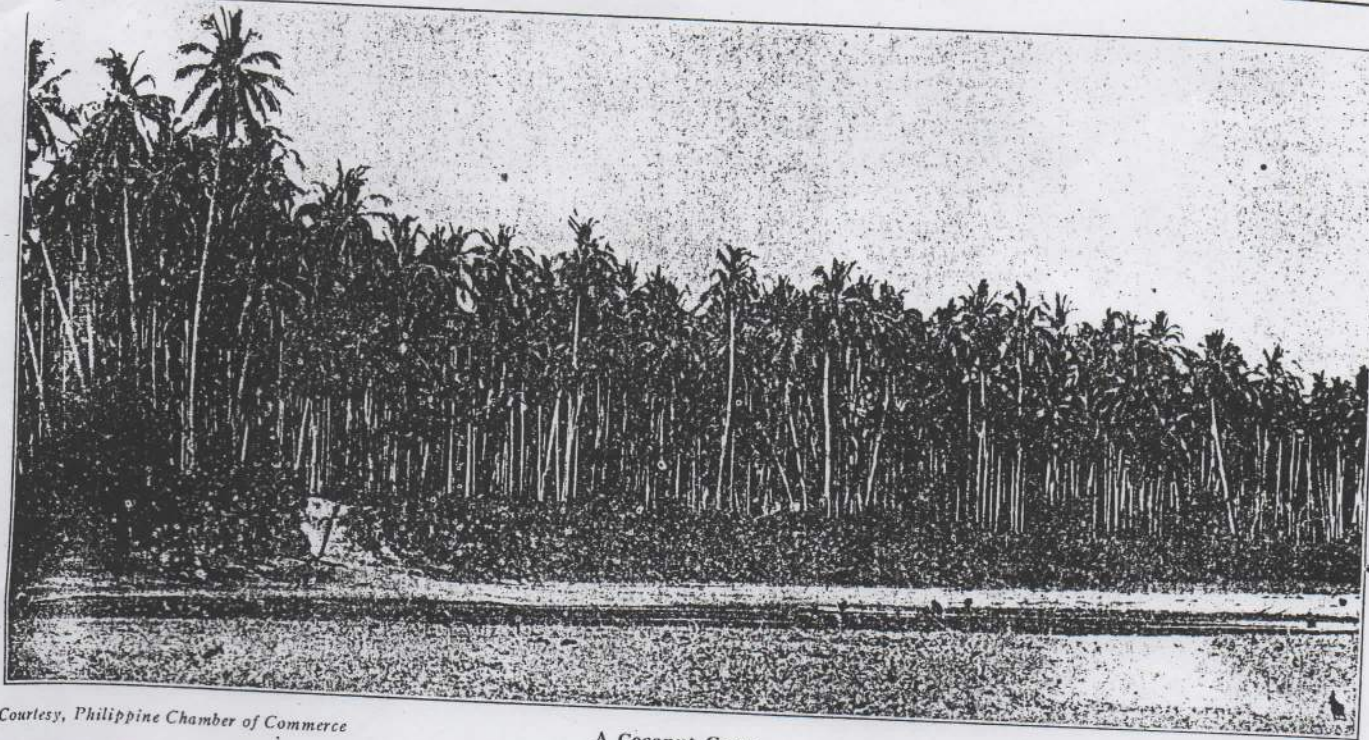
Courtesy, Bureau of Science

Mt. Makiling from Agricultural College, Los Baños



Courtesy, Bureau of Public Works

The Southern Luzon Road System



Courtesy, Philippine Chamber of Commerce

A Coconut Grove

In the middle of April when the Laguna and Manila lowlands were in the throes of the so-called "hot season." On the Lucena-Lukban road there were fresh evidences of rain, and it rained during the return journey all the way from Lucena to the Tayabas boundary line. It would seem as though this portion of the province in the hills enjoys a more bounteous and more equitable distribution of rain than the lower portions and hence its vegetation is more luxurious and diversified. In the lower reaches, coconuts are practically the only commercial crop. In the hill country, we find, among other crops, rice, corn, samp and pakol, another species of fiber plant. The richer, deeper green marks the landscape, testifying to the determining influence of water on the agricultural and economic development of a country.

COCONUT JUICE WITH A KICK

Many of the coconut groves on this portion of the trip are connected up near the top by bamboo limbs, or rather by a parallel row of bamboo poles, one above the other. These are the trees that are being tapped for tuba, or coconut wine. The tuba-gatherer walks on the lower line of poles, balancing himself by holding on to the upper line. Tuba is merely the fermented sap of the coconut tree, obtained by tapping the lower branch. Over the stem from which the sap would ordinarily depend is hung a bamboo tube and tied securely to the stem. The sap slowly drops into this tube. Every evening

the tuba gatherer makes the rounds of his grove and dumps each tubeful into a large bucket. After emptying a tube he deftly cuts a thin slice off the end of the stem, thus freeing the flow of sap which might have become coagulated at the end of the stem. He again ties the tube into position and proceeds to the next tree. When his bucket is filled he lowers it to the ground by a rope, where it is caught by his helpers and emptied into a gasoline can. The amount of sap that can be gathered in this way is really astonishing. In the morning the tuba is mildly alcoholic and reminiscent of champagne in taste, but in the evening, the process of fermentation has advanced far enough to convert it into a very palatable sort of cider—with a considerable kick to it. There must be quite a colony of tuba drinkers in southern Luzon judging from the number of tuba groves passed on the road. Probably a large portion of the tuba produced is exported to Manila and other provinces.

TAYABAS, A MODEL TOWN

The town of Tayabas, which lies between Lucena and Lukban, is the prettiest one through which the road leads all the way from Manila. As in Sariaya, a serious attempt on the part of the inhabitants to beautify their homes and their city is evidenced on every side. The flowers in this town are remarkably reminiscent of our own flowers at home. The Tayabas public square is a model of its kind and would do credit to an American town. In its center is a fine statue of Rizal, and the whole effect, with the trimmed hedges and shrubs, well kept walks and fine trees, is one that would hardly be expected in the Philippines. Then there are a fine-looking Masonic temple and a number of really excellent buildings. The people of Tayabas, Tayabas, are to be congratulated on having the prettiest and best kept town in southern Luzon. Tayabas was formerly the provincial capital.

AN OLD-FASHIONED PLACE

Lukban is an old and picturesque mountain town. It used to be the center of the hat-making industry in southern Luzon, the Buntal hats, made in Lukban, being noted for their fine texture and strength. This town also boasts of a number of fine, substantial buildings, but the general effect is one of old-fashioned, sturdy picturesqueness rather than one of up-to-date-ness and progress. There is a remarkable contrast in this respect between the towns of Lukban

and Tayabas. Both towns, however, have their own electric light plants, operated by water power; and model little plants they are, too, say people conversant with such matters.

One effect noted by many people in Lukban is its Japanese atmosphere. Some of the streets look more like thoroughfares in a Japanese mountain town than Filipino streets. Then, the people also remind some visitors of the Japanese, having that peculiar cast of face and construction of body so characteristic of that race. This resemblance, however, is dubbed as imaginary by others. It may be that the whole allegedly Japanese atmosphere is merely one of scenic or geographical similarity. The country in general certainly does remind one of rural Japan.

As Lukban stands at an elevation of some 2,000 feet, the climate is noticeably cooler than in the



Courtesy, Bureau of Science

Coconut
Trees
Joined
By
bamboo
Poles
In
Tuba
Grove,
Tayabas



Courtesy, Bureau of Science



Photo by N. Lyons

On the Manila South Road

lowlands. The nights are said to be quite cold, and even in the daytime there is an appreciable difference in temperature. Lukban has been boomed by enthusiastic Tayabas citizens as an ideal hot weather resort, but, of course, it can never expect to achieve much distinction along that line until it acquires adequate accommodations for tourists. The same thing may be said of other Philippine towns which have claims to being accepted as summer resorts. Lukban is a picturesque, old-fashioned, self-reliant little town. In this connection it may be stated that nowhere else in the Philippines are there so many of the old-style, native houses, with *cabo negro*, a fiber from a palm tree, used for thatch instead of the conventional nipa.

The road does not go beyond Lukban, but it is hoped that some day it will be extended to Majayjay and other towns on the foot-hills of Banahao, thus linking up with the Santa Cruz road and enabling the tourist to return to Manila by that route instead of having to double back to Lucena and return via the South Road. We might even look forward to the day when the

road to Lukban will be extended northward until it links up with the Morong road. Then the entire return trip to Manila will be possible over a different route, around the north shore of Laguna de Bay.

Between San Pablo and the Tayabas line, a road branches out to Pagsanjan, where the famous falls are located. A visit to the falls is worth a separate writeup.

The above-described trip to Lukban and return was made by the writer and Captain H. L. Heath in 10 hours of actual riding time, counting stops for taking pictures. We left Manila at 11 a. m., reached Los Baños at 1 p. m., Lucena at 3:15 p. m. and Lukban at 4 p. m. The night was spent in Lucena, which town we left at 7:15 a. m., arriving in Manila at 11:30. By leaving Manila earlier in the morning, the whole round trip may be accomplished in the daylight hours of a single day. The distance one way is 161 kilometers, or almost exactly 100 miles. The road is in good shape all the way, the Tayabas highways being particularly good.

Vice-Governor Gilmore Makes First Speech at Chamber

On Thursday, March 30, Vice-Governor Eugene A. Gilmore, arrived in the Philippines to assume his duties. On Saturday, April 1, after luncheon, he delivered his first public address in the Islands before the members and invited guests of the American Chamber of Commerce of the Philippine Islands. The new Vice-Governor made an excellent impression upon those present, both because of his genial, democratic personality and the common sense ideas expressed in his speech, which was brief but to the point, recognizing the very important part that business must play in the development of the country. Governor Gilmore's address follows in full:

"After an absence of four years it is, indeed, a great pleasure to return to the Islands and to renew the many delightful acquaintances of my former brief sojourn here. I then experienced much of that hospitality and cordiality which both the Americans and Filipinos can so graciously extend and for which they are so justly noted. Since my return I have had an abundance of evidence that the hospitality which made my first visit such a pleasure has not in any way abated. I have been much gratified with the cordial welcome which has been extended to me.

"On my first visit, while I met a considerable number of those chiefly concerned with the business and commercial interests of the Islands, I did not have as large an opportunity as I should have liked to become acquainted with them. It is especially pleasing, therefore, to be the guest of the American Chamber of Commerce today

and to make the beginning of what I trust will in time come to be a personal and cordial relationship with each one of you. I hope also that there will be opportunity to become acquainted with the members of all the other organizations interested in promoting the business and commercial interests of the Islands.

ALL DEPENDS UPON BUSINESS

"While my first visit had to do, in a very limited way, with education, and while I am greatly interested in education and will have much to do with it while here, I realize very fully that the possibility, success and efficiency of the educational system, as of everything else, is vitally dependent upon sound financial and business conditions; that unless there is a stable economic and industrial system resting on a basis composed of the material prosperity and efficiency of the great majority of the individuals of the community there is little of value and permanence that can be attained. Without in any way subscribing to a program of mere materialism and without losing sight of spiritual and intellectual values, I feel very confident that the success, permanency and usefulness of any community will always be profoundly influenced by the material prosperity of each of the individuals composing it, and that forms and institutions of government exist not to create but, in a large measure, to aid in ministering to and promoting material prosperity. While a government can do much to encourage the commercial and material development of the

field for individual effort and enterprise is open and free, it cannot supply individual initiative, enterprise and industry. These personal characteristics, and in proportion they are present and are realized by the individuals composing the community to that extent and to that extent only, can there be substantial and enduring prosperity.

PLEDGES HELP IN REHABILITATION

"Government is largely a means to an end, not an end in itself. Too much reliance is placed upon mere government to accomplish what can only come from individual endeavor. The great majority of the community should have their major and substantial interests from government and should have an independent economic basis outside of government.

"I am always glad to meet the members of an organization such as this Chamber composed of virile aggressive men who, by individual initiative and enterprise, have made for themselves an economic place under the sun. I have great confidence, therefore, that this organization as well as all other organizations of its kind and purpose will be able, through cooperation and united effort, to bring about the much-needed business restoration, that under your leadership, the commercial interests of the Islands will achieve a large and substantial measure of development and success. In this great work I will, so far as lies within my power, pledge the cooperation and help of the educational facilities of the Islands.

"Speaking of education: next to the establishment and maintenance of a government of order in which personal and property rights are secure from domestic violence or foreign menace, I have always felt that the greatest contribution which the Americans have, up to this time, made to the people of the Philippines has been in the field of education and public health. In saying this I do not forget the work done in finance, internal improvements, communications, and in economic, and industrial development. It is with respect to these matters that there is now the greatest need for further development and with respect to the Americans can, if permitted, make greater contributions. It is especially gratifying that the rehabilitation of the Insular financial system, the restoration of business prosperity and economic and industrial development of the Islands are paramount needs; that in these matters, restoration and development, the Americans can and should take a large part along with the Filipinos; and that this extensive mutual participation should be actively sought and encouraged, not only by the Insular Government but by the Government in Washington. Such participation should result in the mutual advantage of all concerned and need, in no way imperil any feasible and legitimate national aspirations of the Filipino people. I was deeply impressed with the significant statement attributed to General Aguinaldo in a speech delivered by him some months ago, that the United States 'can be safely trusted and called a friend and comrade of small nations.'

"The Governor-General, in an address to the American and Chinese Chambers of Commerce in February, and on other occasions, has indicated what the Insular Government is endeavoring to accomplish in the restoration and development of the Islands. In this program and in the activities of all the government agencies one can see a consistent purpose to provide a sound and efficient government in which every individual will have the fullest opportunity for his own growth and prosperity, and in which the commercial, industrial and agricultural interests will have an adequate opportunity for the widest and most ample development. In this program, both Filipinos and Americans are needed and the utmost goodwill and confidence should prevail.

"The problem is a complicated one—involving mutual obligations, mutual rights, and mutual interests. I am sure that the attainment of what we all, both Americans and Filipinos, most desire will only be secured through frank and cordial cooperation. This is the only way