Manila
and the
Philippine Islands

MANILA AND THE PHILIPPINE ISLANDS

AN UP-TO-DATE HANDBOOK OF FACTS

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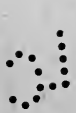

MANILA AND THE PHILIPPINE ISLANDS

THIS group of islands, which now become the possession of the United States through the bravery and ability of Admiral Dewey and those under his command, confirmed by subsequent diplomacy, were discovered by the Spanish navigator, Magellan, on March 12, 1521. In 1564 Don Miguel Ropez de Legazpi sailed with an expedition from Brazil and founded a Spanish settlement where the town of Cebu now is. It was then that the islands were named the Philippines in honor of Philip II, then King of Spain. Ever since that date the islands have been nominally under the rule of Spain, although several of the islands and parts of other islands have been governed by independent Malay Mahomedans, who have disputed this Spanish rule. In truth, the Spanish authority has not extended much beyond the sea coast and a little way along some of the more important rivers. In either case, whether under Spanish rule or under the rule of the more or less savage Malay, there has been nothing approaching the ideal of proper government; there has been no satisfactory protection of property rights; there has been no encouragement to enterprise; there has been no adequate aid to the development of the wonderful resources of the islands. The chief aim of the Governor-General of the Spaniards, no less than that of the Sultans of the Malayan Mahomedans, has been pillage. In one case it has been more apparently legal, perhaps, than in the other; but whether it has taken the form of excessive taxation, or of government monopoly of the tobacco trade, or more ordinary robbery—it has been pillage.

The Philippine Islands lie southeast of Asia, extending from 5° 32′ to 19° 38′ north latitude and from 117° to 126° east longitude, about 1,000 miles in a line approximately north and south, and in width in a line east and west about 700 miles (see map). They lie between the Pacific Ocean on the east and the China Sea on the west. Various estimates of the number of the islands have been made, varying from 400 to 3,200; but the most, the best authorities estimate, places the number at 1,400. Many of them, however, are mere islets. Luzon on the north is the largest of the group, having an area of nearly 41,000 square miles. Mindanao, the southermost of the islands, has an area of 37,456 square miles. These two islands alone would make a territory worthy acquisition and worthy development. The western coast of Luzon is about 600 miles distant from the eastern coast of Asia. The total area of the archipelago is something over 114,000 square miles.

The islands are mountainous and hilly. Volcanic action has had much to do in causing and shaping the archipelago; but of active, or as one might say, working volcanoes, there are very few. Some of the mountains attain considerable height; Apo, in Mindanao, is over 9,000 feet high; Halson, in Mindoro, 8,865; Malindaras, in Mindanao, 8,685; Mayon, in Luzon, 8,275, and Malapina, in Negros, 8,190 feet. These mountains are densely wooded, and are an important factor in the future development of the wealth of the islands.

HARBORS.

The immense coast line of the islands contains a great number of good harbors, but as a consequence of the exclusive policy of the Spanish Government in closing them to foreign commerce, very little is known except to coastwise navigators. Trade is confined chiefly to Manila, Iloilo, Cebu, and Sual. Zamboanga, on the island of Mindanao, is also an open port.

The Bay of Manila, one of the finest in the world, is about 120 miles in circumference, with very few dangers to navigation. (See plan of Manila on separate map.)

There are two long piers running out from the mouth of the Pasig River, one terminating in a lighthouse, and the other in a small fort. In stormy weather safe anchorage is found off Cavite, some eight miles to the southwest by water. At that point is found the naval establishment, including a marine railway, capable of taking from the water vessels of 2,000 tons displacement, and a dock for small vessels.

Iloilo, the second port in importance, is on the island of Panay, near its southeastern extremity and about 250 miles in a direct line from Manila. Well-protected and naturally good anchorage for large vessels is found outside the mouth of the Iloilo River, but small vessels enter it and discharge cargoes at the town wharves.

MANILA.

Manila (see plan of Manila and island of Luzon on separate map), capital of the Philippine Archipelago and the province of this name, has 300,000 to 400,000 inhabitants, and was founded in 1571, on the left bank of the mouth of Rio Pasig at its junction with the Pacific Ocean.

It is a fortified city, encircled by a wall with bastions and bulwarks and a ditch and outer ditch, where it does not front on the sea or river. The waters of the sea or river can be let in and thus isolate the city, by opening the sluices constructed for this purpose. There are six gates—three to the north, on the road to the river Pasig, called Almacenes, Santo Domingo, and Isabel II; and three on the land side, called Parian, Real, and Santa Lucia. All are well defended by bastions, particularly on the land side. Besides the gates there is a bastion to the north-northwest of the gate of Santa Lucia, which is not always open.

The gate Real, formerly enfiladed the Plaza Mayor and the palace of the Governor, but since the taking of the city by the English in 1762, it has been placed in front of the college of San Jose, where it is now situated, and public entrance is made through the gate of Parian. The

land side is the most exposed and the best fortified, but for convenience the description will begin at the most advanced point formed by the river and sea, which is to be found at the extreme northwest of the city and defended by the royal fort of Santiago. Thence it will follow the bank of the river to the extreme northeast, where the bastion to San Gabriel is situated, from which point, proceeding along the trace in an oblique direction, first to the northeast, then to the east, and finally to the south, the extremity of the part in the battery of San Gregorio and the bastion of San Diego is reached. From here one turns to the southwest along the coast, which leads to the before-mentioned fort of Santiago. This fort is a citadel, defending the entrance to the river and the northwest angle of the city. Originally built of wood, it assumed its present form by order of Governor Gomez, who surrounded the city with good fortifications. The fort has a gate to the plaza and a false one to the river. In front and on the other side of this, is found the fort of Fernando, which has no great strength.

On the east of the royal fort of Santiago, and at a short distance from it on the same side of the river, is found the bastion Tenerias; next, in the same direction to the gate of Almacenes; more to the east the battery of the military hospital. Not far from this on the same line, the gate of Santo Domingo, with its strong battery; next, the bastion of the customs house (Aduana); next, the gate of Isabel II, and lastly, the bastion of San Gabriel, which terminates the line of fortifications along the river. Joined to this bastion on the exterior side is found the Plaza Nueva. Still following the trace from the bastion of San Gabriel, one arrives at the gate of Parian, through which it is necessary to pass in a northerly direction to reach the bridge of Pasig. Leading south from this gate, is a beautifully paved highway of great breadth, and to the southeast is the bastion Diablo. South of this point is the postern of Recoletos, and just beyond, the bastion of San Andres. Thence, to the southwest, is situated the royal gate, and, as has been stated, the extreme southern point is defended by the bastion of San Diego, protected by the battery of San

Gregorio, which is built on the exterior line in the angle of the plaza.

Many of these works have deteriorated with time, and the expenditure of a little money and labor, especially at the stragetic points of Santiago Point, Restinga Point, and Corregidor, would be of great benefit. The streets are straight, well paved, and illuminated. Prominent among its buildings are the governor's palace, the royal court of chancery, and the convent of San Augustin, with its handsome church; the church and convent of the Recollects of San Francisco, whose buildings occupy an immense space; the royal college and pontifical university of St. Thomas, which is spacious, well constructed, and possesses a notable physical laboratory; the municipal athenæum, in charge of the Jesuits, with a physical laboratory, natural history museum, and a magnificent apparatus for astronomical observations; the military hospital, with room for 1,000 beds, and the spacious and well-attended hospital of San Juan de Dios. Among the buildings ruined in the earthquake of 1863, some of which are being reconstructed and others already so, are the large and well-constructed cathedral, the customs building, etc.

Within the fortified city reside, generally speaking, the authorities of the archipelago, who have the same mission and the same hierarchy as those of Cuba.

The real nucleus of the population of Manila is in its suburbs. These comprise the pueblos called Binondo; San Jose; Santa Cruz, with fifteen wards; Quiapo, with two wards; San Miguel, with seven wards; Sampaloc, with thirty-nine wards, and Tondo, with eighteen wards. The neighborhoods of these suburbs are delightful and picturesque, with their rivers, lagoons, creeks, islands, quarries, and little hamlets. Good bridges facilitate communication between Manila and its suburbs. The suburb of Binondo is the most mercantile of the archipelago; here are the central administration of revenues and monopolies, general tobacco warehouses, and the administration of finances of the province. Its streets are narrow and the houses tastefully and solidly built. On the breakwater of the jetty extending out into the bay is a

third-class lighthouse, and the steamers which perform the service of the bay and make periodical trips to the provinces of Cavite, Bantangas, Bulucan, and Pampanga, close in along the river.

North of Binnodo, separated by a river spanned by several bridges is the suburb of Tondo, extending to the west of the bay, on flat, sandy ground. The houses are in general constructed of cane and nipa (a species of palm with feathery leaves); the streets are narrow, and there is a handsome church, a small theatre, and a good market-place. Northeast of Binondo is the suburb of Santa Cruz, with good buildings, a flower market, theatre, public jail, leper hospital under the Franciscans, and a cemetery for Chinese or Sangley infieles (infidels).

Northeast of Manila and at the extremity of the suburb of Santa Cruz is the suburb of Quiapo, with good houses, handsome and well-aligned streets, and a pretty market-place. There are the tribunal of the natives, an elegant and solid structure; the well-built suspension bridge over the Pasig, measuring 350 feet long by 23 feet wide; the magnificent market of the Quinta, and the spacious and pretty San Sebastian street, with elegant buildings and convenient porticos at the end, being the sanctuary of San Sebastian under the Augustin Recollects.

The suburb of San Miguel is situated to the east of Manila, on the opposite bank of the Pasig River, being connected with Quiapo by a good wooden bridge; it has good buildings and a comfortable and well-ventilated barracks. Along the river are a number of villas, the last one being called Malacamang, the residence of the supreme authority of the archipelago. It consists of an elegant palace divided into two parts, surrounded by gardens, with good wharves on the river. On the island of San Andres, situated in the centre of the river Pasig, is the convalescent hospital, spacious, and with good hygienic conditions, the San Jose poorhouse and the insane asylum. To the east of the island are the San Andres and San Rafael batteries, the southern part serving as support to the bridge uniting the suburb of San Miguel with San Miguel Viego.

To the northeast of Manila, adjoining it and fronting on the river bank, is the place known as Arroceros (rice mills), a much frequented spot, where are located the tobacco factories, in one of which over 7,000 female laborers are constantly occupied; also the botanical garden, the barracks of the regiment of peninsular artillery, the Spanish theatre, the Kiosko, designed for public dances, and the slaughterhouse.

A mile and three-quarters south of Manila, on the banks of the bay, is the pueblo of Malate. It is crossed by the highway from the capital to Cavite; it has a fine church, an infantry barracks occupied by a regiment of that arm, and a cavalry barracks, quartering the lancer squadron of Luzon; both are good and spacious.

On the shores of the Pasig is the paseo (promenade) of Magallanes, on which is erected an obelisk dedicated to the memory of the illustrious mariner, Magellan. On the paseo delmalecon (dike promenade), is another monument recalling the patriotism of the oidor (judge) Anda. There are cockpits and luxurious cafés, the Spanish recreation club, a military library founded by royal order of February 15, 1846, and outside the town a riding school and race course.

The garrison of Manila and its suburbs are composed of three regiments of infantry, a battalion of artillery, the squadron of cavalry, and a regiment of veteran gendarmery (guardia civil).

POSTAL SERVICE.

The general postal service of the north comprises the provinces of Bataan, Zambales, Pampanga, Tarlac, Pangasinan, Union, Ilocos Sur, Ilocos Nortre, and the districts of Lepanto, Bontoc, Benguet, Tiagan, Porac, and Corregidor.

The cross-country line comprises the provinces of Bulacan, Nueva Ecija, Nueva Vizcaya, Isabella, Cagayan, and the districts of Principe and Sultan.

The general service of the south comprises the provinces of Laguna, Batangas, Mindora, Tayabas, Camarines

Norte, Camarines Sur, Albay, and the districts of Moring, Masbate, and Ticao, and Infanta and Burias.

That of Cavite (two expeditions daily).

That of Pampanga, Bataan, and El Corregidor.

That of Bulacan, Pampanga, and Nueva Ecija.

That of Laguna, (by steamer).

That of Laguna, Batangas, and Mindoro, river route.

That of the interior of the provinces of Manila.

That of the Batanes Islands.

That of Balabac, Laucan, Puerto-Princesa, Zamboanga, and Pollok.

In the maritime provinces of the archipelago the arrivals and departures are uncertain, the service being performed by coasting vessels.

MANILA BAY.

The general map of the island of Luzon shows, in general outline, Manila Bay and Cavite, the port and marine arsenal of Manila, off which the engagement of May first took place. Manila Bay is about thirty miles in extent each way. The land on both sides of the entrance is high and covered with vegetation, while the shores at the head are low, marshy, and intersected by numerous small rivers, estuaries, and tide lakes. Fortifications were erected commanding the opening of the bay with the additional protection of submarine mines; depth of water, from sixteen to seventeen fathoms.

Corregidor, or Mariveles, and Pulo Caballo are islands dividing the entrance of Manila Bay into two channels. Corregidor, the principal island, six hundred feet high, lies near the north shore, and is three miles in length, east to west. There is a lighthouse on its summit. On its north side is a small bay, protected by breakwaters, affording anchorage for small vessels, and from Buri Point a reef just to the southward toward Caballo Island, on a low spur of which is a fixed light. It is the channel between Caballo Island and the mainland, which was used by the United States squadron, and which was, apparently, not defended at all.

Manila is about twenty-five miles from the entrance of the bay. A telegraph connected Manila with Hongkong, the

cable, which was originally landed at Cape Bolinao, having been shifted to the chief town. Manila's total export and import trade is worth about six and one-half millions sterling. The length of quayage in the river Pasig is 4,250 feet, but the river, the average breadth of which is 350 feet, is too narrow to allow vessels to turn. The longest vessel using the river regularly is 231 feet. Larger vessels lie at anchor in the bay. Pasig River, which is navigable for about ten miles, is the principal channel of communication with the interior; there is a depth of eleven feet on the bar at low water. It passes between the commercial districts and the fortress of Manila. At its mouth is a breakwater, and a battery is placed on the southern mole.

Cavite is a fort, which stands on a low point of land, is fortified, and more guns are said to have recently been placed in position. The Spanish troops were in garrison there. The whole number of officers and troops in the islands on November 1, 1897, was about 46,168, having been largely reinforced in 1896–'97 to quell the revolution. At Cavite vessels are built and repaired, the port having excellent conveniences. There is a slip with a cradle 270 feet broad, and hydraulic power capable of drawing 2,000 tons. Workshops contain appliances of all kinds. A dock for gunboats and a larger private dock for vessels of 15,000 tons have been constructed. The harbor, or cove, is a good one, with shelter from west and southwest winds, and a depth of water of three and one-quarter fathoms. From Cavite to Manila by water is seven miles, but by road fifteen miles. Large vessels generally anchor off Cavite harbor, about a mile from the shore, in five fathoms. Here the Spanish flotilla was placed.

TRADE.

Early commerce with the world was greatly restricted by the efforts of Spain to secure a monopoly of her subjects. It was not until 1809 that the first English firm obtained permission to establish a business house in Manila. In 1814 this permission was more general. It is,

however, only since 1834 that greater freedom of intercourse and larger introduction of foreign capital and methods have materially affected the development of natural resources.

Internal commerce, as well as foreign trade, suffers from lack of facilities for transportation. This is marked during the rainy season, when coasting is dangerous, and land carriage impeded by bad roads and the swollen condition of the streams. But one railroad has been built, running from Manila to Pangasinan (123 miles). A single track-road, it is of substantial construction, and connects the capital with the rice-growing districts.

COMMUNICATIONS.

Manila is connected with Hongkong by cable and by line of steamers. There is a line running from Manila to Liverpool, known as the Compania Transatlantica, which has three large steamers averaging 4,500 tons and about 4,000 horse-power each. The average speed is about twelve knots. This line maintains a monthly service to Europe, calling at Singapore, Colombo, Aden, Suez, Port Said and Barcelona. Prompt competition is anticipated. There are also four lines of steamers between Manila and Hongkong, by which most of the passenger and freight business is done.

Many local lines of steamers ply between Manila and the provinces, the largest being the Compania Maritima, which has twenty-eight steamers with a total of 25,000 tons. (In northeast monsoon leave about 10 A. M.; southwest monsoon, 4 P. M.) Ynchansta & Company have two small steamers of 1,000 tons; S. P. Yanger, one small steamer of 500 tons; De la Rama & Brothers, three small steamers (coasters) of 500 tons; and Armstrong & Sloan, three small coasters of 400 tons. The usual points touched by these steamers include all the ports in the Philippine group; also the Caroline and Mariana Islands. Nearly all ships were built in England, and are strong and well adapted to the trade. They are not fast, seldom exceeding twelve knots per hour, but are fitted with latest improvements.

PHILIPPINE LINES.

Compania Transatlantica de Barcelona line of the Philippines extension, Iloilo, Cebu, and combinations to Gulf of Persia, east coast of Africa, India, China, Japan, and Australia makes thirteen trips annually, leaving Barcelona every fourth Saturday, and from Manila every fourth Thursday.

The Spanish mail steamers in the Philippines prior to the naval battle of Manila were the following:

The Spanish steamer Elcano, or another boat belonging to the Compania Maritima, leaves Manila for Singapore every twenty-eight days, in connection with French mail steamers returning homeward with mails after arrival of outward steamer.

The Spanish Royal Mail Line from Manila direct to Barcelona, calling at Singapore, Colombo, Aden and Port Said, also leaves Manila every twenty-eight days. During the southwest monsoon the boats do not always call at Colombo.

The North Luzon Line is from Manila to Subic, Olangapo (the north arsenal, and where the large floating dock is to be erected), Bolinao, San Fernando, Croayan and Currimas (all these on the west coast of Luzon and Aparri, entrance to Rio Grande in the extreme north of Luzon).

The South Luzon Line runs from Manila to Batangas, Calapan, Laguimanos, Passaçoa, Donsol, Sonsogon, Legaspi and Tobaco.

The Southeast Line runs from Manila to Romolon, Cebu, Cabolian, Surigao, Camiguin, Cagayan de Misamis, Iligan, Harihohoe, Bais, Dumaguete and Iloilo.

The Southwest Line runs from Manila to Iloilo, Zamboanga, Isabella de Baslin, Iolo (Sula) Siassi, Tataan, Bongao, Parang Parang, Cottabato, Glan, Sarangani, Dayas, Matti, Lebak and St. Maria.

These steamers return to Manila from eight to ten days after leaving; local steamers for the neighboring islands leave nearly every day. Manila is 7,050 nautical miles from San Francisco, and 9,465 nautical miles from Cadiz.

ANIMALS.

There are very few wild animals, and not any that are dangerous to human life. Monkeys abound, and among the others, there is one species of pure white monkey. The wild boar is hunted and of deer there are three known species. The horses of the islands are small, but they are well shaped and very hardy. The Europeans have a racecourse not far from Manila, and it is recorded that one of these native horses has carried 154 pounds a mile, in a little more than two minutes. Buffaloes are employed in all field work; but there are plenty of ordinary cattle and goats.

POPULATION AND INHABITANTS.

The population of the islands number about eight millions. The European population is small, and in comparison of numbers unimportant. There are about 100,000 Chinese scattered through the islands, and most of the petty trading and the banking are in their hands, although there are many coolies among them. The traders and the bankers of the Chinese are sharp and very shrewd, and have made themselves disliked among the easier going of the natives. There are about 25,000 Aetas or Negritos, as they are called by the Spaniards. The island of Negros has taken its name from these people. They are believed to be the remaining descendants of the aborigines of the islands. They resemble the Bushmen of South Africa in color and in facial characteristics. They are small, the average height of a full-grown and stalwart man being four feet eight inches. They are so few in number, and so in the interior, that they are seen but seldom. There are many half-breeds, descendants of Spaniards and natives, or of Chinese and natives; but the bulk of the population—the now so-called natives—are Tagals, some of them heathens and some Mohammedans. These latter have been practically in full control of the more southern of the islands; they are fierce and warlike; they have esteemed it an especial merit to kill a Spaniard. Whenever, however, a Spanish Governor has

opposed them who has been able and resolute, he has had no difficulty in holding them in subjection or in check. Their arms are antiquated, the principal being something between a macheté and a butcher's cleaver, and the others being a straight kriss for cutting, and the serpent-shaped kriss for thrusting, and, when serious fighting is intended, a spear. These weapons are fashioned by themselves, and are said to be of excellent quality. A few soldiers, capably officered as American soldiers are, a few discharges, upon occasion, from well-aimed rapid-fire guns, and perhaps, the patrol of the coasts and rivers with a few light-draft gun-boats will bring order, and insure its maintenance, where disorder and lawlessness have prevailed so long.

On first arrival the Spaniards found a part of the natives somewhat civilized; but while they had a written language, of which some specimens have been preserved, it was of no value in throwing light upon their early history, and their traditions are very few. As in Mexico and Central America, the Spanish priests have been only too successful in their efforts to extripate all mythological and other lore. The treatment of the inhabitants has been more merciful, however, than in the western possessions.

The Philippine Malays are a superior race to many other Asiatic peoples—orderly, amiable, courteous, honest, and exceedingly superstitious, they are easily influenced upon profession of Christianity. Like most tropical people, their efforts are intermittent rather than steady; their wants are readily provided for, and they take life easy. The inhabitants of the island are composed of the most diverse mixture of races, including Malays, Aëtas, Negritos, pure blacks, Chinese, Japanese, Indios, Moors, Europeans, and mixtures of each with the other. There are nearly as many different tribes as there are islands, and it is said that 500 languages and dialects are spoken in the islands at the present day. The inhabitants are generally tractable and amenable to government, and generally not hostile to farmers. In the inaccessible parts of the island there are still tribes of unsubdued savages, whose number is estimated at about

602,000. Fond of music, dancing, and amusements of all kinds; they are born gamblers, and cock fighting is their greatest passion. Every town has its cockpit, and in the largest the spectators may be numbered by thousands. This amusement was heavily taxed by the Spaniards, and advantage was taken of the taste for gambling by running a lottery for the benefit of the government.

Probably not more than fifteen or twenty thousand Spaniards, or people of pure Spanish blood, are permanent residents, and the number of other foreigners is not large. The majority of these are at Manila, where the English have established a club in the suburbs, which has become the centre of foreign social intercourse.

Without doubt, the most primitive of the Philippine peoples are the Aëtas, or Negritos, a race of blacks of almost dwarfish stature. They are believed to be, and with good reason, the true aborigines of the islands, who, even at the time of the early Spanish conquest, had begun to go to the wall under the fierce struggle for existence with the encroaching Malay tribes. At present they are well-nigh extinct, and promise to become entirely so. These people are confined to the higher mountain ranges in Luzon and Negros, although a few are found in Mindanao.

TABLE SHOWING PROVINCES OF THE PHILIPPINE ISLANDS WITH THEIR POPULATIONS AND CAPITALS.

ISLAND OF LUZON.

PROVINCE.	POPULATION.	CAPITAL.
Abra	49,702	Bangued.
Albay	296,850	Albay.
Amburayan	30,150	Alilem.
Apayaos	6,000	Bagubagu.
Bataan	52,000	Balanga.
Batangas	212,192	Batangas.
Benguet	15,932	La Trinidad.
Binatangan		Binatangan.
Bontoc	24,502	Bontoc.
Bulacan	230,000	Bulacan.
Cabugaoan		Cabugaoan.
Cagayan	112,357	Tuguegarao.
Camarines	185,878	Nueva Caceres.
Cavite	133,926	Cavite.
Cayapas		Cayapa.
Ilocos Norte	156,900	Laoag.
Ilocos Sur	172,836	Vigan.
Infanta	10,200	Binangonan de Lampon.
Isabela de Luzon	46,846	Ilagan.
Itaves	15,208	Macogao.
Laguna	177,000	Santa Cruz.
Lepanto	19,422	Cervantes.
Manila	400,238	Manila.
Morong	42,748	Morong.
Nueva Ecija	155,000	San Isidro.

ISLAND OF LUZON—*Continued*

PROVINCE.	POPULATION.	CAPITAL.
Nueva Vizcaya	23,520	Bayombong.
Pampanga	250,000	Bacolor.
Pangasinan	295,105	Lingayen.
Principe	5,000	Baler.
Quiangan	29,800	Quiangan.
Tarlac	97,947	Tarlac.
Tayabas	105,576	Tayabas.
Tiagan	3,041	San Emilio.
Union (La)	119,421	San Fernando.
Zambales	87,641	Iba.

ISLAND OF MINDANAO.

Basilan	12,000	Isabela de Basilan.
Cottabato	3,000	Cottabato.
Dapitan	12,653	Dapitan.
Davao	8,000	Davao.
Matti	9,764	Matti.
Misamis	113,695	Cagayan.
Surigao	95,775	Surigao.
Zamboanga	21,300	Zamboanga.

ADJACENT ISLANDS.

Balabac	1,100	Balabac.
Batanes Islands . . .	475	Santo Domingo de Basco.
Burias	1,600	San Pascual.
Calamianes	16,380	Cuyo.
Corregidor	569	San Jose.
Marianas Islands . .	9,770	Agana.
Masbate and Ticao . .	26,497	Masbate.
Mindoro	106,170	Calapan.
Paragua (La)	45,000	Puerto Princesa.

CAROLINE AND PALAOS ISLANDS.

Carolinas Occidentales	600	Santa Cristina.
Carolinas Orientales .	4,500	Santiago de la Ascension.

VISAYA ISLANDS.

PROVINCE.	POPULATION.	CAPITAL.
Antique	119,356	San Jose de Buena Vista.
Bohol	247,745	Tagbilaran.
Capiz	189,171	Capiz.
Cebu	504,076	Cebu.
Concepcion	19,342	Concepcion.
Iloilo	472,798	Iloilo.
Leyte	270,491	Tacloban.
Negros Occidentales	226,995	Bacolod.
Negros Orientales	94,782	Dumaguete.
Romblon	38,633	Romblon.
Samar	200,753	Catbalogan.

SULTANSHIP OF JOLO.

Jolo	17,112	Jolo.

RELIGION AND EDUCATION.

(*From U. S. War Department Report.*)

The Roman Catholic is the established church in the Philippines, which contains one archiepiscopal see and three bishoprics. Most of the ecclesiastical authority is in the hands of the various religious orders—Dominicans, Augustines, Franciscans, etc.—who are the real rulers of the country, as their power among the natives far exceeds that of the various civil and military authorities. This power causes a great deal of jealousy, as is evidenced by the long record in the history of the islands of bitter controversies between the church and civil authorities. The religious affairs on the islands are far behind the age, and it would be of great benefit to the people, who are naturally devout, if they were infused with more modern ideas and methods.

The Spanish priests, friars of strict orders, come to the islands to stay, and, with scarcely an exception, do their duties faithfully and devotedly. Many of these Spanish curas have done much good work in the way of making roads and bridges and the building of churches, acting frequently as their own engineers and architects, with far less unsightly results than one might expect from persons who are supposed to be more conversant with breviary and rosary than with rule and compass.

Priests of native extraction do not quite come up to the high standard of their Spanish confrères. They cannot all live up to the severity of monastic rules. These native curas, moreover, suffer under the proverbial disadvantage which affects the prophet in his own country, and, lacking the strength of mind and tenacity of vow of the Spanish priests, sometimes seek consolation in diversions of not quite a clerical or monastic character.

Education is much neglected, and both the institutions for higher and primary instruction are antiquated in their methods and far behind the times. Although in nearly every town and village that is under the control of the government, a school may be found, neither the quality nor quantity of the instruction given is satisfactory.

CLIMATE.

The islands extend so far geographically that many diversities of climate may exist at the same time. In general, however, there are three seasons—the cold, the hot and the wet. During the cold season, which extends from November to February, woolen garments may be worn with comfort in the mornings and at night; the skies are clear and the atmosphere balmy. The hot season extends from March to June and the wet season from July to October. It will be seen that the recent operations of the American army and navy were conducted during the worst season of the year; but no unusual degree of sickness, such as prevailed at Camp Alger, in Virginia, for instance, was experienced by our soldiers or sailors. One correspondent has reported that when it rained it rained indeed; but that while the heat was in

some degree uncomfortable it was not so hard to endure as had been expected, or as he had found it in America.

In the region of Manila the hottest season is from March to June, the greatest heat being felt in May before the rains set in, when the maximum temperature ranges from 80° to 100° in the shade. The coolest weather occurs in December and January, when the temperature falls at night to 60° or 65°, and seldom rises in the day above 75°. From November to February the sky is bright, the atmosphere cool and dry, and the weather in every way delightful. Observations made at the Observatorio Meteorologico de Manila have been compiled by the U. S. Weather Bureau, recovering a record of from seventeen to thirty-two years, from which the following is an extract:

Temperature, degrees F.:	
Mean annual	80°
Warmest month	82°
Coolest month	79°
Highest	100°
Lowest	60°
Humidity:	
Relative per cent.	78
Absolute grains per cubic foot	8.75
Wind movement in miles:	
Daily mean	134
Greatest daily	204
Least daily	95
Prevailing wind direction–N. E., November to April; S. W., May to October.	
Cloudiness, annual per cent.	53
Days with rain	135
Rainfall in inches:	
Mean annual	75.43
Greatest monthly	120.98
Least monthly	55.65

The following is the mean temperature for the three seasons at points specified:

	Cold.	Hot.	Wet.
Manila	72°	87°	84°
Cebu	75°	86°	75°
Davao	86°	88°	87°
Sulu	81°	82°	83°

Seasons vary with the prevailing winds (monsoons or trade winds), and are classed as "wet" and "dry." There is no abrupt change from one to the other, and between periods there are intervals of variable weather.

IMPORTS.

The following statement of the general trade of the Philippine Islands is taken from the "Review of the World's Commerce," 1896–'97, soon to be published by the Bureau of Foreign Commerce. According to a British Foreign Office report No. 1932, annual series, 1897), the total imports into the islands in 1896 were valued at $10,631,250, and the exports at $20,175,000. The trade with several of the most important countries, compiled from the respective official statistics, was:

Country.	Imports.	Exports.
Great Britain	$2,467,090	$7,467,500
Germany	744,928	223,700
France	1,794,900	1,987,900
Belgium	272,240	45,660
United States	162,446	4,982,857
China	103,680	13,770
Japan	98,782	1,387,909

In 1897.

The chief imports are rice, flour, dress goods, wines, coal and petroleum.

The public revenues of the islands have been about $15,000,000 annually, collected in taxes of all sorts—poll taxes upon imports and upon exports.

For many years the Spanish government placed absurd restrictions upon trade; but more recently the regulations have been more liberal. In 1897 the total imports

of the islands amounted to $10,631,250 in value and the exports to $20,175,000. In 1897 there were imported to the United States from the Philippines goods to the value of $4,982,857.

In the same year there were sent to the islands from the United States goods of the "magnificent" value of $162,446, consisting mainly of flour, petroleum, leather goods and iron and steel, whereas in the same period there were imported to the Philippines from other countries, principally from Spain, Great Britain, Germany and France:

Chemicals and drugs to the value of .	$800,000
Cotton yarns.	2,500,000
Cotton friese goods	8,250,000
Cotton knitted good	1,110,000
Silk goods	500,000
Paper	475,000
Boots and shoes	140,000
Spirits and liquors.	340,000
Preserves and confectionery	800,000

Not very long ago the cotton goods sent to the islands were mainly of Manchester or other English manufacture; but more recently under the laws favoring trade with Spain their cotton goods were sent thither from Barcelona.

The foregoing is a very suggestive table. It shows that the archipelago has been a very important market, although not to Americans. It does not require a very remarkable degree of prescience to foresee what an enlargement of the American market there will be now that the affairs of the Philippines will be administered in an enlightened and progressive spirit; now that development of the natural resources and the prosperity that follows development will be encouraged; now that American ideas and American influence will prevail.

EXPORTS.

The principal staples of export are tobacco (manufactured in raw), manila hemp, sugar cane, coffee and cocoa. The principal manufactures consist of a

variety of textile fabrics, hats, mats, baskets, ropes, furniture, coarse pottery, carriages and musical instruments.

REVENUE.

The public revenue has been about $12,000,000 per annum, of which the larger part has been raised from direct taxation, customs, monopolies, and lotteries. For the imposition and collection of taxes Spanish ingenuity has been exercised to the utmost, but the basis of the financial system in the Philippines has been the poll tax, which every adult under sixty years of age, male or female, had to pay. There was no export duty on tobacco, but almost every article of import was heavily taxed. On muslin and petroleum the duty has been about one hundred per cent. of cost.

MANUFACTURES.

The manufactures of the islands have been various, and now consist of hats, baskets, mats, ropes, furniture, coarse pottery, carriages, musical instruments and a variety of textile fabrics, some of great excellence and beauty. Yet there are no mechanics in the islands that would be called skilled by American artisans. There is already room and will be more for the trained mechanic. It is, however, their great wealth in natural products that makes the Philippines so important a possession and so promising a field for enterprise

MINERALS.

Gold is very generally distributed throughout the islands. It has been obtained in profitable quantities in the alluvial deposits along the river courses; but no systematic and intelligent efforts have been made to even ascertain the extent and value of the gold deposits. Copper mines are worked in various places and the heathen natives have been accustomed for many years to manufacture copper utensils for their own use and for sale in the Christian settlements; but the mines have been worked only enough to indicate their great value. Iron

ore of unusual purity occurs in various parts of Luzon, Laguna, Bulacan, Pampangna, Camarinco, Norte and notably in the Camochin Mountains; but notwithstanding the excellent character and the evidently large supply of the minerals there are no iron works with the exception of a few small and unimportant foundries in the middle of the island of Leyte. Coal exists in the Philippines. Two vast fields have been discovered and partly surveyed, and the supply in these two fields alone will serve for many years to come; but the existence of these fields would indicate the presence of others of equal size and importance. At the request of Admiral Dewey, Prof. George F. Brercer, of the United States Geological Survey, has made extensive researches as to the mineral resources of the Philippines, and consulted all the available authorities. His report includes the following table of the mineral-bearing islands and their revenues of this kind:

Luzon—Coal, gold, copper, lead, iron, sulphur, marble, kaolin.

Cataanduanes, Sibuyan, Bohol and Panaoan—Gold only.

Marimduque—Lead and silver.

Mindora—Coal, gold and copper.

Carraray, Batan, Rapu Rapu, Semarara, Negros—Coal only.

Masbete—Coal and copper.

Romblon—Marble.

Samar—Coal and gold.

Panay—Coal, oil, gas, gold, copper, iron and perhaps mercury.

Biliram—Sulphur only.

Leyte—Coal, oil and perhaps mercury.

Cebu—Coal, oil, gas, lead, silver and iron.

Mindanao—Coal, gold, copper and platinum.

Sulu Archipelago—Pearls.

AGRICULTURE.

The soil of the islands is exceedingly fertile; but there has been little or no attempt made to cultivate it thoroughly or scientifically. In a country where fodder may

be easily and economically grown, there is no dairy farm, and, indeed, there are no farms worthy of the name at all. The farmer who has found it impossible to make his impoverished farm profitable will find in this rich and fertile soil ample reward for his skill and labor. Rice is extensively and successfully grown; but the crop is consumed by the natives and the Chinese for their own sustenance. Mangoes, plantains, the luscious Manganese fruits, grow almost wild and in great abundance. There are said to be one hundred varieties of bananas known upon the islands. The most important plants, however, are tobacco, the Abaca, producing manila hemp, sugar cane, coffee and cocoa.

Tobacco has been very extensively grown. Until within a very few years the trade in tobacco was a Government monopoly. The growers were required to sell their product to the government warehouses, and only there, and prices fixed by the officials. That the prices were below the market value there is no need to state. The restrictions upon the trade were numerous some little time ago, and notwithstanding the many years of discouragement, and the general disorder in the islands, there were exported in 1896 tobacco and cigars to the value of $3,250,000.

The first coffee plantation of any size and importance was started only in 1826; but the cultivation of coffee is already extensive. There is no reason why the coffee of the Philippines should not compete in the markets of the world with the best coffee grown anywhere, except that heretofore too little care has been given to the plantations and to the handling and transshipment of the crop.

The extent to which sugar has been cultivated is indicated by the exports of $8,000,000 worth in 1896. Better opportunities for the profitable production of the best cane sugar are present in the Philippines than exist in Cuba. The Cuban growers and manufacturers of sugar, however, have profited by the proximity of the United States and the consequent purchase there of modern ideas and methods. There has been in the Philippines some tendency to import better machinery, but it may be said,

truthfully, that there has been no scientific treatment of the growing cane or the product. Whenever men of intelligence and enterprise introduce modern methods and modern machinery into the cane-growing districts of the archipelago, it will become one of the important, if, indeed, not the most important sugar-producing country in the world.

Nature has provided that residents of the Philippines shall retain forever a monopoly in the production of manila hemp. It grows nowhere else; nothing so good for the making of cordage has yet been discovered. It is cultivated with very little trouble and the commodity prepared for the market with little additional trouble. The exports of hemp in 1896 were valued at $7,500,000, but when machinery brings its aid to the preparation of the product this output will be enormously increased. At present the stalks of the Abaco, the hemp-producing plant, are split by hand and the fibre so procured.

VEGETABLE KINGDOM.

The Philippines are very rich in woods; ebony, cedar, ironwood, sapanwood, logwood and gum trees abound. Gutta-percha is found in certain localities. Cocos nucifera is of great value, trunk, branches, leaves, fruit, shell and husk being used. Bamboo and areca palm are abundant and of great utility. Two woods, the "banava" and the "malave," resist the destructive action of water for centuries. Many plants have medicinal value, others (the "camansi" and the "tabuyog") are poisonous. Mangoes, plantains, jack fruits, and the Malayan fruits are met with. Rice is the staple food, but often not enough is raised to supply the demand. Potatoes, peas, and even wheat, are raised in the higher localities.

The mountains of the islands, a few of which have been mentioned, are clothed to their summits with forests of inestimable commercial value, for interspersed with the fruit-bearing trees are immense trees producing the handsomest and most valuable hard wood timber. Gum trees, iron and sapanwood, cedar, ebony and teak are among the known varieties. The supply is apparently

inexhaustible, and if the cutting is carried on under proper forestry regulations, as it no doubt will be, these forests will amply supply the hard wood markets of the world and provide princely fortunes to many people for many decades to come.

FORMER ADMINISTRATION UNDER THE SPANISH GOVERNMENT.

(*From U. S. War Department Report.*)

In Madrid there is a Council of State for the Philippines, which has in charge the interests of the colony and acts as an advisory board to the Minister of the Colonies. At Manila the administration of the government has for its head and chief a Governor-General, who is at the same time Captain-General, Director and Inspector-General of all arms and institutes; this authority is also delegated Superintendent of Finances, President of the Administrative Council of the Ayuntamiento, Protector of the Spanish Bank and of the Economical Society of the Friends of the Country, Sub-delegate of Postal Service, "Vice-Real Patrono," etc. Next to the Captain-Generalship of Cuba, this is the most important and lucrative post at the disposal of the home government. This jurisdiction also extends over the Mariana or Ladrone Islands, the Carolines, and the Pelew Islands.

There is also a Lieutenant-Governor, who takes the place of the Captain-General in case of his death, and a Council in Manila, which has a voice in all questions concerning the internal affairs of the island. The archbishop also exerts considerable power, and the ecclesiastical authority is interwoven in all the machinery of government.

The islands are divided into four provinces and four military districts, and are governed by politico-military commanders.

The first exercise governmental jurisdiction, ordinary jurisdiction in first instance falling to the charge of the mayor alcaldes, who must be educated men; the second exercise by themselves governmental and legal jurisdic-

tion in first instance, and all are captains in war. The province of Manila has a different organization. There have been created for Visayas and Mindanao two politico-military central governments of the brigadier class, by royal decree of July 30, 1860. Each province is subdivided into pueblos (towns), more or less numerous, and each one has a petty governor (gobernadorcillo), with other ministers of justice, whose number is not fixed and who discharge various duties. In some pueblos, when permitted by the governor, a separate society or guild is formed with gobernadorcillos and officers of justice selected from the same. The gobernadorcillos have in their pueblo the entire municipal charge belonging to the authority conferred upon them by their appointment, with the special obligation of aiding the parish priests in everything relating to worship and the observance of religous precepts; in civil cases they have priority over judges up to the value of three taels, or forty-four pesos; in criminal cases they proceed to the formation of a summary court, with which they account to the chief of the province; they are obliged to attend to collections on the royal account and others dictated by the ordinances of a good government, and they are permitted to collect certain duties which are fixed in their own titles.

In each pueblo there are also other officials called Cabezas de Barangay. Each Cabeza is charged with the collections of forty-five or fifty tributes from the same number of families; he must reside in the same ward or street with them, look after the good order and harmony of the people under him, distribute among them the duties which are to be shared in common, settle their differences and collect their tribute, which he afterwards delivers to the gobernadorcillo, or to the administrator of the province through the proper channels. The Cabezas, by virtue of their office, are attorneys of the "barangais" (families under them), in all business affairs that occur in the community.

A counter-admiral of the national navy is chief of all the naval forces of the Archipelago. Ecclesiastical matters depend upon the Archbishop of Manila.

EXTRACTS FROM THE CONSULAR REPORTS.

(JUNE, 1898.)

During the quarter ending December 31, 1897, there were exported from these islands to the United States and Great Britain 216,898 bales of hemp (280 pounds per bale), of which 138,792 bales went to the United States and 78,106 bales to Great Britain. During the year 1897 there was an increase in the export of hemp from the Philippines to the continent of Europe of 19,741 bales; to Australia, 2,192 bales; to China, 28 bales; to Japan, 2,628 bales, and to the United States 133,896 bales—a total increase of 158,485 bales, while to Great Britain there was a decrease of 22,348 bales. Thus, of increased shipments from the Philippines those to the United States were 544 per cent. greater than to all other countries combined. Of the total exports of hemp from the Philippines for the ten years ending 1897, amounting to 6,528,965 bales (914,055 tons), 41 per cent. went to the United States.

During the same year the Philippine Islands exported to the United States and to Europe, 1,582,904 tons of sugar, of which 875,150 tons went to the United States, 666,391 tons to Great Britain, and 41,362 tons to the continent of Europe, showing that of the total exports more than 55 per cent. went to the United States.

At the current values in New York of hemp (4 cents per pound), and of raw sugar (3 3/8 cents per pound), the exports of these two products alone from these islands to the United States during the ten years under review amounted to $89,263,722.80, or an average of nearly $8,926,372 per year.

Data as to cigars, tobacco, copra, woods, hides, shells, indigo, coffee, etc., are not now obtainable, but a conservative estimate would so raise the above figures as to show United States imports from these islands to average about $1,000,000 per month. To-day there are authenticated invoices for exports to the United States amounting to $138,066.12.

OPPORTUNITY.

To exhibit the strategic value of the Philippine Islands to the United States, or the service they may render as a key to the trade of China or that of other parts of the important east, is not the purpose of this pamphlet; but rather to show their own commercial value and the opportunity they offer to enlarge and extend the market for American productions and their promise of success and prosperity to whomsoever may choose to demand the fulfillment of that promise.

In the islands will be found surprises and adventures for those who seek them; the unusual in costume and manners; and in natural scenery for lovers of the picturesque, abundant opportunity for success and the attainment of wealth by the enterprising and the energetic.

Opportunity has been said to extend its alluring invitation to every man, once in his lifetime. Here, in this new island possession of the United States, opportunity awaits the coming of those who are adventurous and enterprising enough to reap where Nature has sown so lavishly. Nature has done its part more than well; it has done more than sow, for the product and fruit are ready for those who will, to gather.