

"Carriage Shops in The Philippines."

The following, taken from The Hub, was handed in by Mr. Hilb, overseer of the wagon department. It not only gives a very good description of affairs in the wagon repair line in the Philippines, but also shows that there are many good openings for those learning the wagon making trade at this school. Not only in these islands is there a demand for skilled wagon makers but throughout the country competent men are needed and liberally paid:

The carriage repair shops in the Philippine Islands, like all other industrial establishments on the archipelago, are crudely fitted with the apparatus necessary for doing the work that comes to hand, yet there is no place where carriage repair shops are needed more. The shops are not supplied with the necessary number or kind of tools, with the result that a great deal of work which comes to hand cannot be handled. I have seen good vehicles which have been imported from Spain and other countries out of service at an early stage of their existence simply because some simple part has broken or worn and cannot be replaced by the carriage-machinists of the islands. Often the owners of the vehicles will endeavor to make the needed repairs themselves, because they know that the regular repair shops are not furnished with the machinery and tools needed to accomplish the work, and therefore the carriage shop men lose considerable business in this way. What is needed in the Philippines are shops properly equipped with the necessary machinery and tools for repairing carriages, wagons, bull carts, drag sleds, bicycles and vehicles in general. Americans will evidently take this matter in hand some day, and then there will be needed improvement made. At the present time all of the mechanical work is done by natives or Spaniards, but there are a number of discharged soldiers in Manila and Iloilo who are machinists by trade, and those who understand the wheelwright business intend to open shops for the repair and con-

struction of the various descriptions of vehicles in service on these islands. For the time being, however, the work will have to be done by the crude appliances now in use.

"The Philippine teamster operates his carts without lubrication of the bearings in the wheel hubs. This is a most ridiculous and costly custom. On market days, when the large numbers of bull carts and other vehicles arrive in town, the squeaking of these dry bearings is very troublesome, and can be heard for long distances. The newly imported vehicles are well lubricated at the bearings previous to arrival, accompanied usually by some definite instructions regarding the necessity of applying oil, so that the owner takes the time and trouble to apply a little oil now and then, but the older forms of vehicles are not greased at the hubs, and the grinding, heating and wearing is a serious matter in the vehicle question in these islands. Of course the lack of lubrication to the wheel-axles like a brake on the vehicle, and we can see little native horses, powerful caribou and oxen struggling along with a squeaking cart which might be made to haul much easier if a little grease were applied to the axles.

The soldiers have done a great deal toward remedying this trouble, for squeaking carts pass into a garrisoned city or town, the carts are halted and the owners made to get down and go to work and oil the wheels. If the same party appears several times in the town with a squeaky cart he is locked up and compelled to join the street gang for thirty or more days. But up in the hills and out in the interior in the jungle, where there are few soldiers, this sort of practice cannot be undertaken, and the carriages and wagons go squeaking along the roads.

The items handed in by the fifth grade last week were exceptionally well written and would be a credit to a higher grade. In fact there is a gradual improvement in all the pupil items and we were pleased to see a number of them copied in the last issue of the Native American.