

SHIPPING REVIEW

By H. M. CAVENDER
General Agent, The Robert Dollar Co.

of September there were exported from the Philippines the following:
Hemp shipments picked up; the United States took 20,467 bales; Japan upped her purchases to 42,738 bales, as did Europe,



During September conditions in shipping suited neither carriers nor shippers. Shanghai became a problem, thousands of tons of cargo destined there had to be carried to Hongkong, Manila, Iloilo, Singapore, and perhaps elsewhere. Hongkong soon reached its limit in storage, Manila practically the same.

Seamen refused to sign on vessels destined to the Orient except on a premium scale of wages. Schedules were sadly upset and every one had a headache. On short notice increased rates on all commodities destined to China and Japan were put into effect on September 15th. Notwithstanding an exceptionally small demand for space for sugar there was a shortage of space for copra, ores and lumber. The iron ore movement to Japan was again hampered in this particular.

The outward cargo movement for September totalled 188,197 revenue tons only, or 106,552 tons less than for August. It was 93,520 tons less than for September, 1936. This slump is mainly in sugar, logs and lumber but decreased tonnage movements can be found in other commodities. The movement of sugar was: centrifugal 28,079

To	Tons.	With Misc. Sailings	Of Which Tons	Were carried in American bottoms with Sailings
China & Japan	77,546	42	998	3
Pacific Coast Local Delivery	21,109	12	7,519	5
Pacific Coast Overland	1,156	7	749	4
Pacific Coast Intercoastal	2,148	6	1,925	3
Atlantic & Gulf Coast	61,878	21	13,299	6
European Ports	20,145	18	69	2
All other Ports	4,215	24	438	4

A Grand Total of 188,197 tons with a total of 88 sailings (average 2,140 tons per vessel) of which 24,997 tons were carried in American bottoms with 9 sailings (average 2,778 tons per vessel).

tons, refined 1,128 tons, total 29,207 tons only. October should see the quota filled.

The desiccated coconut factories forwarded 5,800 tons (40 cu. ft.) and advise that there is a surplus on hand in the States. Berth lines handled 13,678 tons of coconut oil in deep tanks; no tankers were on berth. The movement of copra was very small, the United States taking 12,175 tons only and Europe 5,441 tons, a total of 17,616. Copra for the United States, Pacific Coast delivery, could not find space as needed and shippers were obliged to arrange for chartered vessels to load in October and later. Copra cake and meal to Europe were 5,650 tons, an increase offset by the movement to the United States of only 2,394 tons. The total being 8,044 tons, space for this commodity to the United States being hard to engage.

From Statistics compiled by the Associated Steamship Lines, during the month

who bought 52,509 bales. The minor markets also increased their shipments. The total movement was 125,602 bales. The distribution was world wide as usual.

Logs and lumber shipments were 11 million feet as against 19½ million feet in August. The movement of logs to Japan was 7 million feet (August, 13½ million). The only trade showing a gain was South Africa who took over 1 million feet. The United States trade was a trifle over 3 million feet. The trade with China, Europe and Australia was very small.

The shipments of ores amounted to 61,172 tons, slightly better than August with its 52,453 tons. Japan trade in iron ore, 50,100 tons, is 10,000 below her usual purchases due to lack of tonnage; she also took 2,450 tons of copper ore. The Pacific Coast smelters took 656 tons of concentrates for treatment. The Atlantic seaboard took 7,960 tons of chromite. Small sample ship-

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Port Area

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