

as compared with 610, with a total value of ₱8,245,425, registered during the preceding month of January, 1954.

Of the February sales, 166, with a total value of ₱2,444,703, represented deals within Manila proper, and 470, with a total value of ₱4,484,820, were transactions registered in Quezon City, Pasay City, and in the suburban towns of Caloccan, Makati, Parañaque, Malabon-Navotas, Mandaluyong, and San Juan.

A few of the bigger sales registered during the month were:

CITY OF MANILA

Binondo
Gandara St. A property with a lot of 789.6 sq.m. sold by Enrique Yuchengco to Alfonso Yuchengco for ₱160,000.

Intramuros
Cabrillo St. A parcel of 1,436.6 sq.m. sold by Jesus Tan to Manuel Chua for ₱35,000.

Malate
M. H. del Pilar St. A property with a lot of 1,333.7 sq. m. sold by Jose Tan to Remigio V. Tan for ₱150,000.

Quiapo
Villalobos St. A property with a lot of 419 sq. m. sold by Remigio Tan to Jose Tan for ₱200,000.

Sampaloc
Sarnshaw St. Purchased by the City of Manila for expropriation purposes was a lot of 728.3 sq. m. for ₱51,098.

San Nicolas
Yiang-Yiang St. A property with a lot of 453.7 sq. m. sold by Antonio Tansiept to Safety Sweet Corporation for ₱105,000.

San Miguel
Echague St. A parcel of 984.7 sq. m. sold by Emilia Guidote to Gomba and Hermosura for ₱126,000.

Sta. Cruz
Mayhague St. A property with a lot of 185.6 sq. m. sold by Enrique Castro to Chien Feng for ₱60,000.

PASAY CITY

Gotemco. A property with a lot of 688 sq. m. sold by Domingo Tauson to Maria Corason Rosario for ₱89,000.
Domingo St. A property with a lot of 1,055.24 sq. m. sold by Antonia V. Sebastian to Luis S. Guzman for the reported sum of ₱20,000.

QUEZON CITY

Cubao
The sale of 52 lot for the sum of ₱353,305 by Xavierville Estate, Inc. to Ramona Vda. de Favis.
The transfer to the corporate name Xavierville Estate Inc. of 178 lots by Varsity Hills, Inc. for ₱454,803.

Diliman
South "D" corner South 8th Sts. A tract of 4,410 sq. m. sold by Tomas de Vera to Yao Mien Tek for ₱40,000.

Sta. Mesa Heights
Quezon Boulevard. A tract of 4,000 sq.m. sold by J. M. Tauson Co., Inc. to Fe del Mundo for the sum of ₱90,000.

SUBURBAN TOWNS

Caloccan
Samson Road. A tract of 10,819 sq. m. sold by Baldomero Roxas to Vicente Ang for ₱81,584.

Makati
Mahogany St. A tract of 8,056 sq. m. sold by Ayala Securities Corporation to Shiro (Phil.) Inc. for ₱128,896.
Ipi St. A parcel of 2,339 sq. m. sold by James H. Baldwin to Maximo Goquinco for ₱36,254.

San Juan
A property with a lot of 4,381 sq. m. sold by Luis Torres Yao Boon Keg for ₱110,000 to Ching Leng.

REAL ESTATE mortgages registered in the Greater Manila area during the month numbered 584, with a total value of ₱7,588,681, as compared with 465, with a total value of ₱11,700,256, registered during the preceding month of January.

Of the February mortgages, 216 with a total value of only ₱2,980,579, represented deals within Manila proper, and 368, with a total value of ₱4,608,102 represented mortgages registered in Quezon City, Pasay City, and in the suburban towns of Caloccan, Makati, Mandaluyong, Malabon Navotas, Parañaque, and San Juan.

REAL ESTATE SALES, 1954

	Manila	Quezon City	Pasay City	Suburban Towns	Total
January	₱4,757,076	₱1,306,427	₱505,410	₱1,676,512	₱8,245,425
February	2,444,703	2,295,413	330,245	1,859,162	6,929,523

REAL ESTATE MORTGAGES, 1954

January	₱6,243,766	₱1,308,920	₱517,867	₱3,629,703	₱11,700,256
February	2,980,579	1,891,440	600,810	2,115,852	7,588,681

Building Construction

By JUAN J. CARLOS

President, United Construction Co., Inc.

DURING the month of January, the Office of the City Engineer approved building permits for construction work amounting to ₱3,825,995. For the same period in 1953, the volume of work authorized amounted to ₱3,742,310, in comparison with ₱4,921,570 in 1952 and ₱4,796,840 in 1951.

Some of the big projects that were started during the month under review were:

A 4-story commercial building on Juan Luna Street, Binondo, for Tan Cho, estimated at ₱200,000;

On Tacoma Street, Port Area, a 1-story building, costing ₱120,000, for the Luzon Stevedoring Company;

For Yutivo Sons Hardware Company, a 1-story building on Peñafrancia Street, Paco, estimated at ₱150,000;

A second-floor addition to the existing office building of Dy Pac, on Juan Luna Street, Binondo, costing ₱70,000.

DURING the period under review, prices of steel materials registered a downward trend. Reinforcing steel bars are now quoted at ₱320 to ₱370 per ton, depending upon the size, against ₱350 to ₱410 per ton the month before. Common wire-nails are selling at ₱1 to ₱2 less per keg of 45 kilos. Galvanized iron pipe, 1/2 inch in diameter, the most commonly used size, which used to sell at ₱6.80 per length of 21 ft. before, is now quoted at ₱6.00. Galvanized-iron sheets registered a decrease in price of ₱.30 to ₱.40 per sheet. The decrease in prices of steel products in the local market is the effect of the low prices of these items in the European market, which are being followed by American manufacturers. As it is now, Japanese goods are quoted at higher prices than European, and in most cases even higher than United States prices. The price of lumber, on the other hand, has remained firm. The supply of local cement was sufficient for the consumption.

Ocean Shipping and Exports

By E. B. TUNOLD

Secretary-Manager

Associated Steamship Lines

TOTAL exports during the month of January of this year showed an increase of 14,808 tons over exports during January of last year; 132 vessels lifted 351,598 tons of exports during the month as compared to 336,790 tons lifted by 114 vessels during the same month last year.

Commodities which have registered sharp increases over last year's figures for the same month are: copper concentrates from 778 to 9,744 tons; junk metal from 20 to 6,000 tons, and logs from 13,859,015 to 36,437,788 bd. ft.

Exports during January, 1954, as compared with exports during January, 1953, were as follows:

Commodity	1954	1953
Alcohol	26 Tons	—
Beer	33 "	209 Tons
Cigar and cigarettes	16 "	19 "
Coconut, desiccated	1,585 "	3,009 "
Coconut oil	3,463 "	3,292 "
Concentrates containing copper, gold, silver, lead, and zinc	541 "	—
Concentrates, copper	9,744 "	778 "
Copra	50,321 "	35,550 "
Copra cake and meal	4,034 "	3,850 "

Embroideries	212 "	223 "
Empty cylinders	155 "	473 "
Furniture, rattan	689 "	871 "
Gums, copal	66 "	76 "
Hemp	66,673 Bales	81,284 Bales
Household goods and personal effects	294 Tons	252 Tons
Junk metal	6,000 "	20 "
Logs	36,437,788 Bd.Ft.	13,859,015 Bd.Ft.
Lumber, sawn	3,543,231 "	5,956,943 "
Molasses	9,334 Tons	14,050 Tons
Ores, chrome	45,248 "	43,468 "
Ores, iron	39,780 "	93,591 "
Pineapples, canned	2,453 "	3,435 "
Rattan, round (Palasan)	208 "	364 "
Rope	233 "	302 "
Shells, shell waste	95 "	67 "
Shell buttons	13 "	— "
Skins, hides	140 "	61 "
Sugar, cent./raw	83,514 "	76,087 "
Sugar, muscovado	643 "	237 "
Tobacco	129 "	3,798 "
Veneer	31 "	— "
Transit cargo	21 "	— "
General merchandise	924 "	465 "

Port of Manila

By W. S. HURST

Administrative Officer, Luzon Brokerage Company

DELIVERIES from the Piers for the month of February totaled approximately 70,000 tons. This was a poor month, with far fewer ships arriving than during any month in the past six.

As can be noted from the newspapers, the reorganization of the Bureau of Customs has not been completed as yet. Many new ideas as to procedure are being tried out. Some of these are excellent and if continued in practice will prove beneficial to everyone. Some of the new procedures, however, involve too much "red tape," causing unnecessary delays.

To keep its customers abreast with what is going on, the Luzon Brokerage Company has issued a circular pertaining to delays caused by mismarking of cargo by the suppliers. For the interest of all importers, I am including this in the *Journal* report as follows:

"You have probably already noted that the clearing of documents and the final delivery of your merchandise to your premises has slowed up considerably in the past two months. This is due entirely to the reorganization now going on in the Bureau of Customs. Documents that were formerly processed in from 1 to 2 days now take from 4 to 5 due to the strict enforcement of existing regulations.

"Once the permit to deliver is released to us by the Customs, delivery from the Piers is a simple matter, provided that the cargo meets in every way the description as shown on the ship's manifest. Different marks and different description of cargo requires amendments to the corresponding documents. This formerly could be done in a matter of minutes. It is now a matter of days. Even in obvious cases where formerly the Wharfinger had the authority to pass on deliveries, now direct amendments have to be made, requiring signatures from the shipping agent and of three officials in the Custom House. This takes time.

"To explain the foregoing more fully, we cite a few specific cases in which suppliers make the following mistakes:

"1. They show on the manifest 'cases' when it should be 'cartons,' or vice versa.

"2. They show 'pieces' when it should be 'bundles,' and vice versa.

"3. They show on the manifest the consignee's 'mark,' which is often a code name or abbreviation, and then on the case print the full name of the consignee.

"4. Many of the cases or cartons are lettered in crayon, which is unacceptable without an amendment being made.

"It is earnestly requested that when placing orders with your suppliers that emphasis be laid on the fact that the *markings on the manifest must coincide with the markings on the cases, cartons, etc.*

"Storage charges on undelivered cargo begin 6 days after the last discharge from the ship. Should it take 4 days to process the original documents and then at a later date another 3 days to obtain an amendment, storage charges will be incurred.

"It is a policy of the Luzon Brokerage Company to pay all storage charges on undelivered cargo when the cargo is undelivered within the specified time allowed due to our fault. However, having to obtain an amendment is not the fault of the broker, and in such case storage charges will have to be charged to the customer.

"We wish to take this opportunity to inform you of three new rulings which are as follows:

"1. The Bureau of Customs requires any importer, who submits to his customs broker shipping documents beyond 15 days from arrival of the carrying vessel, to submit to the Collector of Customs a written explanation of the cause of the delay in the presentation of these documents.

"2. The Commissioner of Customs has ruled that shipments without entry within the given 15-day period or without satisfactory explanation, will be confiscated and later on sold at public auction.

"3. No shipments coming from Hongkong can be cleared without the original consular invoices. No release can be made until such documents are presented."

Freight Car Loadings

By JOSE B. LIBUNAO

Traffic Manager, Manila Railroad Company

LOADINGS of revenue freight in the month of January, 1954, totaled 6,746 cars. This was a decrease of 124, or 1.81% less than in January, 1953, of 6,870 cars. The decrease was due to a greater number of cars undergoing repairs during the period under review. It is also possible that sugar centrals, anticipating increased sugar cane tonnage, asked for a greater number of cars than they actually needed, resulting in a lesser number of cars available for other commodities. The fact is that many car requisitions could not be met.

Revenue Carloadings by Class

	January—Tonnage	
	1954	1953
Products of agriculture	82,843	86,238
Animal products	424	875
Products of mines	1,773	2,068
Products of forests	11,103	12,077
Products of manufactures	20,800	34,840
Merchandise less than by carload	9,562	9,721
Total	<u>126,505</u>	<u>147,819</u>

Of the 44 items treated in this review, 34 items suffered decreases aggregating 25,883 tons, while only 10 items registered increases of an aggregate 4,569 tons, or a net decrease of 21,314 tons. The items responsible for the decrease were: centrifugal sugar, 13,531 tons; rice, 2,454 tons; wood fuel, 1,430 tons; palay, 1,249 tons; gasoline, 963 tons; desiccated coconut, 851 tons; iron and steel products, 759 tons; fertilizer, 684 tons; and stone, gravel, and sand, 535 tons; or a total of 22,456 tons. The items which registered increases were: other miscellaneous manufactures, 2,245 tons; cement, 730 tons; and other products of agriculture, 518 tons; or a total of 3,493 tons.

As may be noted, centrifugal sugar suffered the biggest decline. This was attributable to the delayed production on account of unfavorable weather and other causes. There was the poor rice crop to account for the 4,703 tons reduction. Only cement showed an improvement which could be accounted by a greater importation of this commodity.

The decrease in carloading was general. With the exception of 10 items, all items under review suffered decline. The only consoling factor in the situation is that this general decrease in freight carloading went hand in hand with the decrease in the export and import of the commodities concerned. Some elements responsible, therefore, were external and there was very little which could be done to offset them. Of course, highway competition is more aggressive, but this may be considered temporary as undercutting of rates can not be carried on indefinitely. A change of Administration is always a factor which slackens business, even if only for a short period.