

BUILDING CONSTRUCTION IN MANILA: 1936 TO 1949

Compiled by the Bureau of the Census and Statistics from data supplied by the City Engineer's Office.

MONTH	1936 (Value)	1937 (Value)	1938 (Value)	1939 (Value)	1940 (Value)	1941 (Value)	1945 (Value)	1946 (Value)	1947 (Value)	1948 (Value)	1949 (Value)
January	P 540,030	P 426,230	P 694,180	P 463,430	P 1,124,550	P 891,140	P —	P 1,662,245	P 3,645,970	P 6,571,660	P 4,807,320
February	720,110	479,810	434,930	1,065,050	1,025,920	487,790	—	2,509,170	3,270,150	6,827,005	7,286,630
March	411,680	396,890	1,300,650	662,840	671,120	641,400	—	3,040,010	3,398,910	7,498,560	8,100,700
April	735,220	659,680	770,130	1,029,310	962,420	408,640	462,020	3,125,180	8,295,640	7,370,292	—
May	400,220	670,350	1,063,570	1,139,560	740,510	338,210	1,496,700	3,968,460	5,564,870	8,570,410	—
June	827,130	459,360	754,180	809,670	542,730	418,700	2,444,070	3,904,450	5,898,580	10,217,840	—
July	302,340	691,190	756,810	495,910	357,680	609,920	1,741,320	3,062,640	9,875,435	7,771,487	—
August	368,260	827,660	627,790	622,050	661,860	306,680	1,418,360	4,889,640	7,428,260	7,568,950	—
September	393,100	777,960	684,590	554,570	590,380	530,830	1,015,250	7,326,570	7,770,310	7,095,860	—
October	663,120	971,780	718,190	645,310	738,700	699,400	639,030	4,630,550	6,747,240	5,368,800	—
November	460,720	320,890	972,310	461,580	485,100	313,930	1,364,310	4,373,390	7,088,283	3,424,125	—
December	648,820	849,160	503,230	1,105,910	333,490	67,553	1,605,090	5,034,600	4,924,320	4,507,580	—
TOTAL	P6,170,750	P7,530,690	P9,280,560	P9,053,250	P8,234,460	P5,692,273	P12,186,150	P47,526,905	P73,907,248	P82,792,569	P20,194,650
Annual Average	P514,229	P627,557	P773,380	P754,438	P686,205	P474,356	P1,015,513	P3,960,575	P6,158,937	P6,899,381	P6,731,550

Electric Power Production

Manila Electric Company System

BY J. F. COTTON

Treasurer, Manila Electric Company

1941 Average — 15 316 000 KWH

Kilowatt Hours

1949 1948

January	33 745 000	27 301 000
February	31 110 000*	26 021 000
March	34 615 000**	26 951 000
April		26 871 000
May		28 294 000
June		29 216 000
July		31 143 000
August		31 993 000
September		32 012 000
October		33 943 000
November		32 661 000
December		35 104 000
TOTAL		361 510 000

* Revised
** Partially estimated

The increase in March over February output is due mainly to February having only 28 days. The increase over March, 1948, was 7,664,000 KWH, or 35%.

Port of Manila

BY R. L. BARY

General Manager, Luzon Brokerage Company

IN the meeting of the Manila Arrastre Service Advisory Committee with the various brokers association on March 25, 1949, the matter of transfer of cargo from the piers to the Manila Terminal Bonded Warehouse came under discussion with very little resultant change in policy.

The brokers raised objection to the transfer of cargo to the Terminal Warehouse when such cargo is covered by permits, but Mr. Fermin Francisco, representing the Philippine Ports Terminals, Inc., pointed out that this is done in most cases to protect the cargo and in other cases, is necessitated by the crowded con-

dition of the piers. Whether or not the goods are covered by delivery permits, even though the three-day period of grace following completion of discharge of carrying vessel has not expired, goods which can be damaged by exposure to weather are often put in the Terminal Warehouse to protect them against damage, and Mr. Francisco further pointed out that in such cases, no transfer charges are made and no storage fees are imposed before the expiration of the free storage period. Mr. Francisco referred to the meeting of the Manila Arrastre Service Advisory Committee on April 19, 1947, in which the following clauses were agreed upon and which are still in effect:

(a) On all cargo transferred to the Terminal Warehouse within the free-storage period and taken delivery of within the said period, no transfer and storage charges shall be collected.

(b) On cargo transferred to the Terminal Warehouse within the free-storage period, and taken delivery of after its expiration, only storage charges shall be collected.

(c) On small shipments not exceeding 10 packages for which the delivery permit has been filed and partial delivery made within the free-storage period, no transfer and storage charges shall be collected if delivery is made within 5 days from date storage begin.

The representative of the brokers requested reduction in charges of goods transferred to the Terminal Warehouse after expiration of the three-day period, but it was pointed out by one of the representatives present that the charge of P1 per ton per day was intended as a penalty because if the Terminal Warehouse is to charge the same storage fee as that charged for bonded warehouses of various brokers, it would be impossible to handle the volume of business that would result and further, it would place the Terminal Warehouse in competition with privately-owned bonded warehouses. It was also called to the attention of the brokers that in cases where goods cannot be removed from the piers because of delay in securing delivery permits or other causes, they have the privilege of transferring their goods to their own warehouses under guard, thus saving their customers the penalty charge. The matter of reducing the present rate of P1 per ton per day to P.50 per ton per day is now under consideration.

Other matters under consideration before the meeting included the piling of cargo on the pier, but little change can be expected. Mr. Francisco pointed out that it was often necessary to pile damageable cargo in various parts where roof-protection is avail-

able in order to protect it from various elements, and this prohibits orderly piling. Whatever roofing there was on Pier 13 is being removed preparatory to starting rebuilding, and, while this is a temporary handicap, it is expected that one berth at Pier 13, two berths at Pier 9, and two berths at Pier 5 will have covered sheds before the rainy season begins. Piers 7 and 11 will be operated as they are. The other three berths at Pier 13 and the two berths at Pier 9 will not be available until, at least, the end of the year due to this reconstruction program.

Ocean Shipping

By F. M. GISPERT

Secretary, Associated Steamship Lines

EXPORTS continued to show a favorable increase for the current year over last year.

During February of this year 85 vessels lifted 199,143 tons, as compared to 79 vessels lifting 143,414 tons during February, 1948.

Principal exports carried during the month under review, compared with exports during February, 1948, are as follows:

	February 1949	February 1948
Alcohol	28 tons	—
Buntal fibre	21 "	—
Coconut, desiccated	8,545 "	6,245 tons
Coconut oil	2,598 "	2,259 "
Concentrates, copper	2,127 "	177 "
" gold	297 "	14 "
Copra	38,655 "	84,950 "
Copra cake, meal	5,310 "	5,453 "
Embroideries	367 "	43 "
Fruits, fresh	70 "	—
Furniture, rattan	709 "	424 "
Gums, copal	50 "	37 "
Hemp	66,735 bales	62,678 bales
Household goods	231 tons	85 tons
Junk, metal	20,211 "	4,374 "
Logs	988,350 board feet	632,704 board feet
Lumber	2,918,245 "	200,239 "
Molasses	1,332 tons	—
Ores, chrome	28,150 "	26,600 tons
" iron	5,657 "	—
" manganese	1,400 "	—
Pineapples, canned	2,634 "	—
Rattan, palasan	54 "	120 tons
Rope	82 "	189 "
Rubber	129 "	18 "
Shells	62 "	—
Skins, hides	154 "	29 "
Sugar, raw	59,373 "	13,385 "
Tobacco	778 "	199 "
Vegetable oil products	27 "	307 "
Wines	125 "	13 "
Transit cargo	1,410 "	—
General cargo	1,982 "	4,320 "

Inter-Island Shipping

By G. F. VANDER HOOFT

Manager, Everett Steamship Corporation

HEARINGS are being held by the Public Service Commission concerning a general increase of inter-island freight rates, which increase is considered vitally necessary by the inter-island operators. The Philippine shipowners have submitted financial statements in support of their position, and the state-

ments show that the companies operating these services are unable to earn sufficient to provide reserves for necessary repairs, dry-docking, etc., to say nothing of building up reserves for fleet replacement. Individually, a number of operators have suffered actual operating losses and, without an authorized increase in the rates, some operators will without doubt be forced to cease operations entirely. Naturally, such increases will be opposed by shippers, but it appears that if such relief is not granted to the operators soon, the services will no doubt be curtailed to such an extent that serious inconvenience will result to all shippers and the public in general.

It is hoped that the Public Service Commission and other authorities will have sufficient incentive to maintain and improve the inter-island transportation service.

Land Transportation (Bus Lines)

By L. G. JAMES

Vice-President and Manager,
A. L. Ammen Transportation Co., Inc.

OF primary interest, both to pre-war and post-war operators of bus services are current hearings in the Public Service Commission on applications for the conversion of temporary operating rights under which all so called post-war bus transportation facilities are operating, to regular status with Certificates of Public Convenience giving specific rights for a specified period of time. Thousands of holders of temporary certificates have applied for regular certificates. In most cases, operators holding pre-war rights on the lines concerned are strenuously opposing these applications.

Several recent decisions of the Commission may serve to establish a general policy which seems to provide a solution more or less satisfactory to the contesting parties and which may be used as a broad basis for the granting of regular operating rights to "temporary" operators. In these decisions, which have been based upon compromise agreements between applicants and oppositors, temporary certificates have been converted to regular certificates with the following limitations:

1. That the operating rights shall be granted for a 5-year period, without extension.
2. That no increase of present equipment will be granted.
3. That no application for additional trips, extension of lines, or additional lines will be entertained.
4. That Certificates of Public Convenience granted under this authority will be non-transferable.

These provisions enable both applicant and oppositor to determine exactly where each stands and to plan accordingly. The operator now under temporary status has a five-year period within which to recover his investment and to make plans for ultimate liquidation. The pre-war operator holding permanent operating rights can look forward to not more than five years of a gradual disappearance of his competition and build up his fleet of buses during that period to meet the actual need of the public on the lines that his operations cover.