

ber of sales being 204 as compared with 208 for January.

Among the larger sales recorded in the Manila area during February were the following: A commercial block at Santo Cristo and Elcano Street was bought by Francisco Dee for P260,000. Jose Garrido purchased the Maria de los Angeles property in Binondo for P166,000. Otto Wyss sold his Santa Mesa home to Secretary Padilla for P120,000. E. J. C. Montilla purchased the Fred Berry mansion in Baclaran for P150,000. Charles S. Salmon disposed of his war-gutted Salmon Court on Donada Street to Mrs. Gregoria Ong for P155,000, and rehabilitation of the buildings is about to start. The Montague Lord home in Manila Heights was sold to the Good Shepherd Convent for P145,000. Manila Central University bought about 10 hectares of the Ateneo property at Bonifacio Monument, including the damaged concrete building, for P640,000.

Mortgage money continues fairly easy at 6% to 7% for moderate-sized loans. More private funds are going into mortgages than heretofore, at higher interest rates than charged by financial institutions.

Electric Power Production

Manila Electric Company System

BY J. F. COTTON

Treasurer, Manila Electric Company

1941 Average — 15,316,000 KWH

	1949	1948	
January	33 745 000 *	27 301 000	K
February	31 605 000 **	26 021 000	I
March		26 951 000	L
April		26 871 000	O
May		28 294 000	W
June		29 216 000	A
July		31 143 000	I
August		31 993 000	I
September		32 012 000	H
October		33 943 000	O
November		32 661 000	U
December		35 104 000	R
Total		361 510 000	S

* Revised
** Partially estimated

February output was down because of the 28-day month. The increase over February, 1948, was 5,584,000 KWH or 21.4%.

Port of Manila

BY R. L. BARY

General Manager, Luzon Brokerage Company

SINCE the conference between the Commissioner of Customs, Philippine Ports Terminals Company of officials, and representatives of the various customs brokerage firms, there has been a noticeable improvement in pier conditions, due partly to lighter receipts but in a large measure to a policy of controlling the rate of unloading which has done away with the burying of packages already on the piers by later incoming shipments.

Little has been done with respect to the unloading at the gates for the checking of trucks, but this was not quite so serious last month as it was in January.

The basic remedy is of course more adequate pier facilities, and the situation will no doubt be considerably improved when Pier 9 is finished. This will effect not only better handling on the pier but will do away with the necessity of checking outward cargo at the gates.

The difficulty can well be understood when one takes into consideration the fact that goods unloaded from the ships are placed on the piers through 42 doors, 24 hours a day, and can only be moved out through one door, 8 hours a day. The tonnage being handled is just too much for present facilities and as Captain Enrique Razon has pointed out, on one large pier and two small piers in Manila nearly half as much cargo is handled as in the Port of San Francisco which has 142 piers. For the readers' information, 218,709 tons of cargo came in over the local piers in January.

Ocean Shipping

BY F. M. GISPERT

Secretary, Associated Steamship Lines

EXPORTS for the year 1948 showed an encouraging increase over total exports for the year 1947.

Some commodities showed a decline; but this loss was made up by considerable increases in other exports. A considerable increase in exports to Japan will be noted. A comprehensive picture can be gained by a glance at the following comparative export figures for 1947 and 1948 by commodities and destinations:

ALCOHOL

	1947 Tons	1948 Tons
U. S. A.	—	170
China	1	351
Saigon, Straits, India	332	351

BAMBOO POLES

U. S. A.	110	9
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BEER

Honolulu	—	500
China	64	—
Japan	—	1,361
N. E. Indies	27	—
Saigon, Straits, India	13	—

BUNTAL FIBER

U. S. A.	1	—
China	65	230

COAL

Japan	—	6,000
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CIGARS AND CIGARETTES

Honolulu	118	62
U. S. A.	11	1
China	24	64
Saigon, Straits, India	3	—
Europe	28	1

COCONUT DESICCATED

Honolulu	118	99
U. S. A.	58,057	91,590
Canada	162	1,910
Europe	—	48

COCONUT OIL

U. S. A.	17,560	42,204
China	14	—
Saigon, Straits, India	443	—
Europe	5,586	692
Africa	442	—
S. America	190	100

CONCENTRATES, COPPER

U. S. A.	9,576	4,640
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CONCENTRATES, GOLD

U. S. A.	726	1,072
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	1947 Tons	1948 Tons'		Europe Australia Africa S. America	2,818 6 57 336	2,788 — 71 336
COPRA						
U. S. A.	565,350	359,638				
Canada	25,285	17,239				
Japan	6,500	24,340				
Saigon, Straits, India	13,200	—				
Europe	272,748	198,276				
Africa	24,239	—				
S. America	18,272	14,541				
COPRA CAKE, MEAL						
U. S. A.	—	16,280				
China	1	—				
Saigon, Straits, India	7	—				
Europe	37,173	28,564				
Africa	789	—				
EMBROIDERIES						
U. S. A.	325	1,298				
EMPTY DRUMS						
Honolulu	649	364				
U. S. A.	1,170	3,093				
China	—	10				
N. E. Indies	—	175				
Saigon, Straits, India	—	94				
Australia	771	313				
FISH, DRIED						
Honolulu	205	133				
U. S. A.	7	19				
China	5	—				
Saigon, Straits/ India	—	8				
FOODS, CANNED						
Honolulu	26	10				
U. S. A.	201	1,907				
China	7	45				
Japan	—	1				
N. E. Indies	1,938	—				
Saigon, Straits, India	61	1				
FRUIT, FRESH						
Honolulu	—	14				
China	336	181				
FURNITURE, RATTAN						
Honolulu	4,073	3,801				
U. S. A.	2,087	2,077				
Canada	6	8				
China	54	21				
N. E. Indies	73	—				
Saigon, Straits, India	8	6				
Europe	7	3				
Australia	21	8				
Africa	—	6				
S. America	728	775				
GLYCERINE						
U. S. A.	—	490				
China	9	5				
Europe	—	70				
GUM, COPAL						
U. S. A.	361	754				
China	—	15				
Japan	—	36				
Europe	251	85				
Africa	17	—				
S. America	24	18				
GUMS, ELEMI						
U. S. A.	80	3				
Europe	120	24				
HEMP						
U. S. A.	541,728	295,983				
Canada	7,675	7,224				
China	7,653	13,888				
Japan	4,565	139,420				
Saigon, Straits, India	7,576	4,928				
Europe	178,878	170,080				
Australia	3,228	42				
Africa	7,390	3,610				
S. America	2,280	3,450				
HEMP, KNOTTED						
U. S. A.	13	34				
Europe	46	33				
HOUSEHOLD GOODS						
Honolulu	6	9				
U. S. A.	443	973				
Canada	2	1				
China	25	104				
Japan	—	89				
N. E. Indies	10	2				
Saigon, Straits, India	35	24				
Australia	68	29				
Africa	—	16				
S. America	1	24				
Europe	54	78				
JUNK, METAL						
U. S. A.	3,695	106,919				
Canada	—	4,536				
China	5,228	5,134				
Saigon, Straits, India	320	3,578				
KAPOK						
Honolulu	3	—				
U. S. A.	287	921				
Europe	—	1				
LOGS						
U. S. A.	Board feet 3,495,792	Board feet 10,718,432				
Canada	—	221,858				
China	—	2,515,407				
Japan	—	1,550,778				
N. E. Indies	—	191,389				
Saigon, Straits, India	—	146,428				
Europe	—	9,669				
Australia	1,008	—				
Africa	—	500,047				
S. America	—	211,900				
LUMBER						
Honolulu	139,053	46,381				
U. S. A.	322,442	12,338,711				
China	—	221,067				
Japan	—	2,001,032				
Saigon, Straits, India	—	690				
Africa	—	127,717				
MOLASSES						
Japan	Tons —	Tons 7,741				
Saigon, Straits, India	618	1,100				
Africa	—	11,811				
ORES, CHROME						
U. S. A.	181,701	235,942				
Europe	2,600	16,500				
ORES, IRON						
Japan	—	16,196				
ORES, MANGANESE						
U. S. A.	3,360	8,736				
Japan	—	6,748				
PINEAPPLES, CANNED						
U. S. A.	—	17,632				
RATTAN (Falsaan)						
Honolulu	145	293				
U. S. A.	919	1,126				
China	9	29				
Japan	8	17				
Europe	7	1				
Africa	1	—				
S. America	8	2				
RICE						
Japan	—	9,378				
N. E. Indies	12,820	9,349				
Saigon, Straits, India	19,161	3,477				
ROPE						
Honolulu	—	8				
U. S. A.	1,018	808				
Canada	—	7				
China	320	303				
Japan	—	166				
N. E. Indies	160	534				
Saigon, Straits, India	614	1,211				
Europe	49	51				
Africa	241	225				
S. America	610	700				
RUBBER						
U. S. A.	1,750	1,196				
China	3	—				
SHELLS						
U. S. A.	1,203	726				
China	—	4				
Europe	16	38				
S. America	—	31				
SHELL, BUTTONS						
U. S. A.	15	39				
Japan	—	2				
SKINS AND HIDES						
U. S. A.	951	560				
Japan	—	365				
Saigon, Straits, India	25	—				
Europe	304	36				
SOAP						
Canada	—	58				
China	—	1				
Japan	—	17				
SUGAR, RAW						
U. S. A.	17,500	220,948				
TOBACCO						
Honolulu	8	3				
U. S. A.	1,046	151				
China	552	258				
Saigon, Straits, India	1,354	350				
Europe	3,558	2,895				
Australia	79	2				

VEGETABLE OIL PRODUCTS

Honolulu	—	70
U. S. A.	121	260
Canada	—	2
China	537	66
Japan	—	36
Saigon, Straits, India	—	55
Africa	294	415
S. America	206	739

WINES & LIQUORS

Honolulu	220	89
U. S. A.	5	—
China	33	—
Japan	395	220
Saigon, Straits, India	—	14

TRANSIT CARGO

U. S. A.	619	264
China	127	3,377
N. E. Indies	29	31
Saigon, Straits, India	1,354	614

GENERAL MERCHANDISE

Honolulu	887	600
U. S. A.	52,965	46,813
Canada	—	496
China	13,703	16,529
Japan	24,149	47,855
N. E. Indies	3,713	4,044
Saigon, Straits, India	3,327	6,582
Europe	4,070	1,277
Australia	2,223	4,299
Africa	3,766	5,342
S. America	5,183	10
(Mostly Army Surplus)	—	—

GRAND TOTAL 1,564,421 * 1,821,881 *

* Includes bales at 8 to the ton and board feet at 140 to the ton.

1948 Imports and Exports

Bureau of the Census and Statistics

	1948	1947
Total trade	P1,774,819,524	1,553,797,312
Imports	1,136,409,068	1,022,700,608
Exports	638,410,456	531,096,704

Ten Principal Imports

	1948	1947
1. Cotton and manufactures	P137,363,424	153,442,226
2. Rayon and other synthetic textiles	105,019,904	90,584,900
3. Grains and preparations	84,110,422	98,834,050
4. Mineral oils (petroleum products)	68,503,810	36,842,052
5. Automobiles, parts of, and tires	63,910,034	51,414,052
6. Iron and steel and manufactures	55,888,764	46,144,372
7. Tobacco and manufactures	49,391,482	43,962,246
8. Dairy products	45,824,662	42,625,172
9. Paper and manufactures	44,714,054	38,887,246
10. Machinery, machines and parts of (except agricultural and electrical)	43,170,350	36,422,882
Other imports	438,512,162	383,541,310

Ten Principal Exports

1. Copra	309,400,124	354,415,334
2. Abaca, unmanufactured	60,294,087	63,432,374
3. Desiccated coconut	57,491,099	19,054,858
4. Sugar	41,580,077	4,081,186
5. Coconut oil	40,738,581	13,940,603
6. Embroideries	13,917,276	2,335,116
7. Pineapples, canned	7,648,327	—
8. Copra meal or cake	7,425,325	4,391,434
9. Chromite	5,191,779	446,500
10. Rope	4,066,577	2,904,520
Other exports (including re-exports)	46,891,007	66,095,079

Inter-Island Shipping

BY G. F. VANDER HOOFT
 Manager, Everett Steamship Corporation

THE Philippine Shipowners' Association has recently protested to government authorities concerning the practice of using Philippine Naval Patrol ships for transporting government cargo between inter-island ports, particularly cement, which is now exclusively being shipped in this manner from Cebu to Manila.

This practice is in direct competition with inter-island shipping and greatly affects its interests. It is hoped that the Government will discontinue this practice in the interest of fostering the country's privately operated merchant marine.

Land Transportation (Bus Lines)

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

IN official and in business circles, there has been a considerable discussion on the proposal to provide bus terminal facilities within the City of Manila and/or its suburbs. These facilities would consist of a central station or stations to serve the incoming and outgoing buses of operators covering lines between Manila and provincial points. They would likewise serve as pick-up points for urban and interurban operators and would, in theory, eliminate a portion of the present traffic congestion which constitutes a major problem.

Operators of buses serving city lines and those covering lines between Manila and the outlying provinces are almost unanimously opposed to the suggested plan. Operators of "jitneys", "jeepneys", and similar small public utility vehicles are, generally speaking, in favor of it.

From the viewpoint of the operator serving lines between provincial points and Manila, there is nothing that the central terminal proposal has to offer, either by way of increase in facility of operation or by way of benefit to public interest. Many of these companies have a substantial capital investment in their own terminals, constructed at high cost under post-war conditions, through the use of which, the interests of their patrons are, in general, efficiently and satisfactorily served. To compel these companies to abandon their own terminals and utilize the facilities of a central terminal or terminals operated by the City or the National Government, would result in great financial loss to them.

The original suggestion regarding central terminals was to provide two such facilities, one south and one north of the Pasig River, thus to eliminate provincial buses from bridge traffic as well as from the more congested of the city's streets. Urban buses and other public utility vehicles would provide shuttle-services, transporting incoming and outgoing passengers between terminals and markets, etc. The disadvantage to the public convenience are apparent:

1. The necessity of disembarking at a point far from market facilities. This would affect public transportation originating at southern provincial points to a greater extent than that from the north.

2. The necessity of paying cargadores for handling produce and other forms of baggage, as well as the risk of loss of such goods through pilferage and looting.

3. The necessity of paying an extra charge for transportation from the terminal to market or other destination.

4. The increased risk from the operations of pickpockets who would find a congested bus terminal a very profitable field in which to do business. Under present conditions, most operators have practically eliminated this hazard at their own terminals.

5. The delay caused by transferring from one carrier to another.

* See "The Bus Terminals Proposal" by Frank S. Tenny, in the February issue of this Journal.