

RAIL COMMODITY MOVEMENTS
By M. D. ROYER
Traffic Manager, Manila
Railroad Company



The following commodities were received in Manila November 26 to December 25, 1927, both inclusive, via Manila Railroad:

	1927	
	December	November
Rice, cavans	185,438	218,500
Sugar, piculs	285,712	77,952
Tobacco, bales	3,720	6,800
Copra, piculs	115,800	143,000
Coconuts	1,113,000	2,016,000
Lumber, B.F.	120,150	240,300
Desiccated coconuts, cases	15,785	20,664

THE RICE INDUSTRY
By PERCY A. HILL
of Muñoz, Nueva Ecija,
Director, Rice Producers' Association.



Prices have remained pegged for the last month with rice from P7.50 to P8.20 according to class, and offerings for palay at terminal from P3.25 to P3.0 as against P3.40 P3.50 last year. Appreciation of price will undoubtedly follow as soon as threshing reports are in, denoting a much shorter crop than generally realized, possibly approximating that of 1924-1925.

The total exports of rice from the Philippines to Hawaii, Guam and China, from what reports are available are but 370 tons of the superior grades. When the normal daily supply of Manila alone is considered at approximately 4,600 sacks it can be seen that exports were negligible. Latest reports from Indo-China in reference to rice prices of the old crop, with a small carry-over are as follows:

Per cent of broken kernels
Price per 100 kilos

		Piastres
Grade No. 1	25%	9.39
Grade No. 2a	40%	8.40
Grade No. 2b	50%	7.74

The piastre approximates the peso in value. It can be clearly seen that Saigon No. 2b (the grade supplied the Philippines) can be purchased, pay c.i.f. and the duty of P1.72 per sack of 57 kilos and still allow a profit from 8% to 10% on the transaction. In reference to supply it may be noted that 1,197,825 tons of rice were exported from Saigon in the nine months ending October 15, 1927. Crop expectations in Indo-Asia are average.

The decrease in the Philippine rice crop is due to climatic conditions—drought and plant-disease. Men have constructed the combine, the motor separator, the modern rice mill, but they are as dependent for existence on favorable weather conditions as when they lived in caves. The weather is not amenable to legislation nor economic regulations. Intelligent discussion as to the domestic rice crop and probable prices should connote a knowledge of world prices for this cereal and not just the local rice markets,

although the factor of over-supply is taken into consideration together with that of under-supply.

Inasmuch as 97% of all the world's rice is produced in the Orient and north of the equator, prices obtaining in the exporting countries are the greatest factor in determining values of this cereal. However, we note that Burma, the

premier rice-export country, before the war exported 45% of the world's demand. This has now fallen to 35%. The crop of Siam 1926-1927 was 110,510,000 cavans from 2,832,000 hectares or approximately 40 cavans per hectare. Of this, 45 millions were used for subsistence, 5 for seed and 60 millions for export. The industry will be expanded in the near future.

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Head Office:

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Phones 2-29-62 and 2-29-63

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3 South Williams St.
N. Y.

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6 Billiter Sq., London, E.C. 3

LUMBER REVIEW
For October, 1927

By ARTHUR F. FISCHER
Director of Forestry

Compared with the same period last year, the amount of lumber exported by the Islands during the month of October this year does not only show a slight drop but it is also considerably smaller than the amount exported in September. For instance, while the export trade for September of this year amounted to 9,836,800 board feet valued at P693,893 and that of October last year 4,742,016 board feet valued at about P412,574, the amount exported in October this year was only 4,401,120 board feet valued at P362,248. This apparent weakening of the export trade, however, does not by any means indicate the true trend of our foreign mar-

kets. Export figures of lumber fluctuate from month to month so figures covering any one month do not reflect the true condition during the whole year. Notwithstanding this drop for October, indications are that the total export for the year 1927 will be very considerably greater than that of last year.

The following table covering the export trade for October shows that with the exception of China and Japan there has been a noticeable increase in the import by our principal foreign markets. It also shows that China absorbed in October last year more than 2,000,000 feet while this year she imported from us about 600,000 board feet only. Needless to say, the one factor responsible for this is the civil war in the Celestial Republic. As regards Japan, the absence of export for October can be attributed only to failure of shipments to leave in October, as there is a standing contract between Mr. Imamura and certain local lumbermen which calls for a monthly delivery of about one million board feet of sawn lumber.

Destination	1927		1926	
	October		October	
	Board Feet	Value	Board Feet	Value
United States	2,590,216	P19	1,809,208	P172,497
Great Britain	685,608	03	114,480	1,140
China	633,456	5	2,203,104	26,134
Australia	487,176	0	159,000	1,32
Italy	4,664		10,176	07
Hongkong				
Japan			413,824	34
Netherlands			21,624	100
Canada			10,600	00
Total	4,401,120	P3	4,742,016	74

The amount of lumber shipped locally by the various mills in the Islands as well as the amount in stock in the mill yards during the period covered by this report are practically the same as the figures for the same period last year, being about 18,000,000 and 30,000,000 board feet, respectively. The 17,000,000 board feet production for October this year, however, registered an increase of about 2,000,000 board feet over that of the same period last year. In other words, while our export dropped slightly, local production, on the other hand, has increased.

Forester Nazario Peñas, Acting Chief of the Division of Sawmills and Utilization, who has just returned from an extensive field trip in Tayabas, Camarines Norte and Camarines Sur, reports that he noticed considerable logging activities around Ragay Gulf, on the northern coast of Ambos Camarines, and on the Pacific side of Tayabas Province. This, undoubtedly, is the most striking development in the lumber industry in the islands in recent years. The island of Polillo, the Camarines provinces, and

that region of Laguna between Infanta and Palanan, contain a large amount of standing timber but because of lack of adequate transportation facilities these had remained practically closed to the markets until recently. The opening of the railroad to Aloneros and the growing demand for Philippine lumber abroad, however, induced local lumbermen to take up licenses in these regions. These parties are now carrying on logging operations on a big scale.

Mr. Y. Imamura, a Japanese lumberman and possessor of licenses at Casiguran, Baler and Northern Polillo, is putting four more new donkeys in his concessions, in addition to the two that he already has at his Casiguran operation. Mr. Imamura controls six ocean-going ships and is shipping his logs to Japan regularly. Mr. Imamura plans to install a sawmill in the near future as well as to build railroads in the two areas at Northern Polillo and Casiguran.

The Atlantic Gulf and Pacific Company, another licensee also with adequate capital behind it, has started extensive logging opera-