

For the Abad Santos family, a 3-story office building on Pennsylvania street, estimated to cost ₱60,000.

As is usually the case at this time of the year, most of the building permits issued are for residential buildings, and this fact accounts for the small volume of construction work during the period under review.

The price of essential materials remained firm. Steel bars are quoted at ₱360 per ton. Galvanized-iron sheets, both corrugated and plain, are selling at ₱6.00 to ₱6.20 per sheet for gauge 26, 8 feet long. Ordinary apitong and tanguile, are quoted at ₱120 to ₱240 per 1,000 bd. ft. Portland cement continued to be very scarce and many construction jobs had to be stopped due to lack of supply. A bag of 94 pounds, sold by the factory at ₱3.40 to ₱3.60, sells at from ₱8 to ₱10 per bag. To remedy the situation, the Central Bank has allocated enough dollars for the importation of 500,000 bags, but reports from Japanese suppliers state that the earliest shipment can be made only in September.

Port of Manila

By W. S. HURST

Executive Officer, Luzon Brokerage Company

THE tonnage of cargo delivered from the South Harbor piers for the month of May totalled 86,000 tons. It is anticipated, at the rate ships are arriving and with the amount of cargo each is bringing, that this tonnage will be greatly increased during the month of June.

The piers are once again in a sadly congested condition and it can be seen that the South Harbor piers are not large enough to handle the volume of imports that has been coming in. As a result of this congestion cargo can often not be located on the pier and deliveries in most cases cannot be made complete at one time. In many cases the cargoes of different ships are mixed together, and this, with the fact that it still takes around five days to have papers processed through the Custom House, adds to the congestion.

From reports in the newspapers it appears that the Customs Bureau is now suffering from lack of funds. In view of the amount of money that the Customs Bureau makes for the Government, the Bureau itself should not have its efficiency jeopardized by lack of funds to pay salaries and other overhead expenses.

As of June, Mr. Edilberto David took over as new Acting Customs Commissioner, taking his oath of office before Executive Secretary Fred Ruiz Castro. Col. Jaime Velasquez still remains as technical adviser to the President on customs affairs. As stated in a previous write-up, Mr. David is an old-timer in the Bureau of Customs. With his large knowledge of customs matters, we feel he should make a good Commissioner. This will be decided when it is seen how much cooperation is given to him by his department heads.

Ocean Shipping and Exports

By B. B. TUNOLD

Secretary-Manager

Associated Steamship Lines

TOTAL exports during the month of April this year showed a decrease of 55,814 tons as compared with exports during April of last year; 133 vessels lifted 378,964 tons of exports during the month, as against 434,325 tons lifted by 137 vessels during the same month last year.

The decrease is mainly attributed to a reduction in hemp and iron ore exports.

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

Commodity	1954	1953
Beer.....	40 tons	169 tons
Cigars and cigarettes.....	15 "	17 "
Coconut, desiccated.....	3,041 "	4,125 "
Coconut oil.....	3,860 "	4,234 "
Concentrates containing copper, gold, silver, lead, and zinc.....	383 "	—
Concentrates, copper.....	7,726 "	1,098 "
Copra.....	48,943 "	41,236 "
Copra cake and meal.....	5,460 "	4,079 "
Embroideries.....	260 "	227 "
Empty cylinders.....	114 "	327 "
Fruits, fresh, mangoes.....	531 "	468 "
Furniture, rattan.....	615 "	1,234 "
Glycerine.....	84 "	—
Gums, copal.....	63 "	100 "
Hemp.....	52,751 bales	95,032 bales
Hemp rugs.....	171 tons	—
Household goods and personal effects.....	220 "	188 tons
Junk metal.....	23 "	265 "
Logs.....	32,569,203 bd.ft.	29,822,776 b.ft.
Lumber, sawn.....	5,037,606 "	5,091,293 "

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Molasses	16,066 tons	15,202 tons
Plywood and plywood products	26 "	15 "
Ores, chrome	36,708 "	41,303 "
Ores, iron	32,518 "	92,121 "
Ores, manganese	319 "	984 "
Pineapples, canned	5,032 "	12,444 "
Rattan, round	267 "	254 "
Rice	6,584 "	— "
Rope	341 "	447 "
Shell, shell waste	70 "	39 "
Sugar, cent. raw	121,750 "	124,703 "
Sugar, refined	897 "	— "
Sugar, muscovado	251 "	— "
Tobacco	319 "	1,624 "
Vegetable oil	43 "	101 "
Vener	30 "	— "
Transit cargo	680 "	30 "
Merchandise, general	513 "	2,360 "

Products of forests	9,031	17,276
Products of manufactures	35,188	23,890
Merchandise less than by carloads	2,446	4,568
Total	119,621	76,076

In this review there were 47 items considered, and of these 16 registered increases while 31 suffered declines. There was an aggregate increase of 61,242 tons and an aggregate decrease of 17,697 tons. The most important items which registered increases were: sugar cane, 43,255 tons; centrifugal sugar, 12,357 tons; fuel oil, 1,962 tons; and soft drinks, 1,519 tons, or an aggregate total increase of 59,093 tons. On the other hand, the important items which suffered declines were: lumber, 6,151 tons; merchandise less carloads 2,123 tons; wood fuel, 1,850 tons; gasoline, 1,821 tons; and molasses, 1,428 tons, or an aggregate decline of 13,373 tons.

It is evident from the above figures that the increase in sugar cane is due to the greater production this season which very nearly reached pre-war level, while the increase in centrifugal sugar is due to increased exportation for the period. As a matter of fact there is plenty of centrifugal sugar which cannot be loaded on vessels, as existing port facilities cannot accommodate the berthing of ships. Molasses, on the other hand, showed a decline in carloadings due to the competition of barges and the lack of railroad facilities to handle this commodity. Trucks also carried a good amount of molasses via Guagua wharf. The increase in shipments of fuel oil was due to the use of this oil in the sugar centrals as well as in other factories. The increase in soft drink shipments, on the other hand, was primarily due to the summer season.

The decrease in lumber shipments was due to lower exportation. Wood fuel has been lately shipped by barges because of lack of freight cars which could be supplied for this commodity. Merchandise shipped in less than car-

Freight Car Loadings

By JOSE B. LIBUNAO

Traffic Manager, Manila Railroad Company

LOADINGS of revenue freight during the month of April, 1954, totaled 6,262 cars. This was an increase of 3,529, or 129.13%, over loadings during April, 1953, of 2,733 cars. The increase in the number of cars used was due to the delay in the cutting of sugar cane for the Pasudeco, Pasumil, and Central Azucarera sugar centrals on the Northern Line and for the Canlubang Sugar Estate on the Southern Line. It may be stated that even in May, Pasudeco is still cutting cane.

Revenue Carloadings by Class

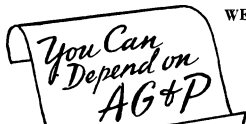
Group Commodities	April—Tonnage	
	1954	1953
Products of agriculture	70,110	27,393
Animal products	432	1,021
Products of mines	2,413	1,935

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