

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.