

REAL ESTATE mortgages registered in the Greater Manila area during the month numbered 470, with a total value of ₱7,050,986, as compared with 646, with a total value of ₱9,363,680, registered during the preceding month of September.

Of the October mortgages, 102, with a total value of ₱1,367,235, represented deals within Manila proper, while 368, with a total value of ₱5,683,751, were mortgages in the places first above-mentioned.

REAL ESTATE SALES, 1954

	Manila	Quezon City	Pasay City	Suburban Towns	Total
January	₱4,757,076	₱1,306,427	₱505,410	₱1,676,512	₱8,245,425
February	2,444,703	2,295,413	330,245	1,859,162	6,929,523
March	2,811,805	2,501,229	162,167	2,239,095	7,714,296
April	4,692,440	1,381,842	169,520	976,526	7,170,328
May	2,412,941	1,587,327	246,905	1,644,658	5,891,831
June	2,584,689	4,280,526	175,518	2,165,846	9,206,579
July	3,383,397	1,122,490	320,251	2,000,503	6,326,641
August	1,948,002	1,458,729	490,560	2,383,531	6,280,822
September	2,255,463	1,184,084	250,258	2,215,575	5,905,380
October	973,165	2,473,364	236,544	1,490,578	5,174,051

REAL ESTATE MORTGAGES, 1954

	Manila	Quezon City	Pasay City	Suburban Towns	Total
January	₱6,243,766	₱1,308,920	₱517,867	₱3,629,703	₱11,700,256
February	2,980,579	1,891,440	600,810	2,115,852	7,588,816
March	4,400,965	2,132,170	417,390	1,773,031	8,723,556
April	5,606,798	1,392,580	267,850	1,503,990	7,771,218
May	4,148,835	1,991,400	334,300	1,710,865	8,185,400
June	6,593,711	1,486,785	607,600	2,119,166	8,807,262
July	7,768,526	1,237,031	284,370	1,367,730	10,657,657
August	5,170,526	1,853,524	829,613	1,714,034	9,567,697
September	3,876,293	1,746,971	495,000	3,245,416	9,363,680
October	1,376,235	1,819,147	791,400	3,073,204	7,050,986

Building Construction

By **JUAN J. CARLOS**

President, United Construction Co., Inc.

DURING the month of September, the Office of the City Engineer approved building permits for construction work amounting to ₱3,338,420. For the same period in 1953, the volume of work authorized amounted to ₱5,394,820, in comparison with ₱4,421,340 in 1952 and ₱4,465,040 in 1951.

Some of the big projects that were started during the month under review were:

A 7-story commercial building at Ilaya and Albuquerque Streets, Tondo, for the Philippine Textile Mill Corp., costing ₱300,000;

On Padre Faura, Ermita, an office building for the Girl Scouts of the Philippines, estimated at ₱250,000;

For Son Keng Po, a commercial building costing ₱240,000 to be erected on Santo Cristo Street, Binondo.

Foundation for the Far Eastern University Hospital on Morayta Street, Sta. Cruz, estimated at ₱100,000;

A market building at Asuncion and Azcarraga Streets, Binondo, costing ₱200,000, for Maxima T. Cruz.

Another theater on Rizal Avenue, near corner Azcarraga, for Zosima, Inc., costing ₱200,000;

For the St. Scholastica's College on Pennsylvania Street, an annex building estimated at ₱150,000.

PRICES of essential construction materials coming from Japan reacted upward during the period under review when the reparations talk between the Philippines and Japan bogged down, in anticipation of a closing of trade between the two countries. Reinforcing steel bars which were quoted last month at ₱300 a ton rose to ₱340 to ₱350 a ton. Galvanized-iron sheets registered increases of from ₱.20 to ₱.25 a sheet. Undoubtedly, the supply of some building items will diminish should the trade between the Philippines and Japan be interrupted.

Upon petition of two private cement manufacturers, the Office of the Economic Coordinator increased the selling price of locally produced Portland cement from ₱3.30 to ₱3.60 f.o.b. factory, per bag of 94 lbs. The manufacturers allege increased costs of production in their petition. House

builders and other consumers were caught by surprise by this sudden hiking of cement prices when all other items, including living costs, according to the government index, are going down.

Port of Manila

By **W. S. HURST**

Executive Officer, Luzon Brokerage Company

THE following condensation of a Memorandum Order, dated September 30, 1954, of acting Collector of Customs R. M. Millarez, addressed to all Customs appraisers and examiners, concerning baggage declaration and entry and examination and release of the baggage of returning residents, will be of interest:

(1) Before opening and examining baggage of any incoming passenger, the examiner must require the passenger to present his Baggage Declaration and Entry form, duly accomplished, specifying all the new articles purchased abroad and their quantities and values; the term "personal effects" can be construed as referring only to used personal effects.

(2) If the Declaration is not properly accomplished, the passenger must first be required to complete it.

(3) Before beginning the examination to examiner must ask the passenger if there are any articles he may have forgotten or failed to declare, and if so the passenger must be asked to include them in his Declaration; he should be warned that any omission or misdeclaration may cause seizure or confiscation of his baggage.

(4) If it appears from the Baggage Declaration that the goods are in commercial quantities or their aggregate value is more than ₱200, and the shipment is covered by a bill of lading, the owner must be required to file a regular Entry in the Marine Division for examination as in the case of general cargo; cars and jeeps are excluded from this requirement unless more than one.

(5) If upon examination, which must be thorough, the examiner finds (1) contraband goods, (2) dutiable or taxable goods not mentioned in the Declaration, or (3) that there has been a misdeclaration of goods as to kind, quantity, and value, the baggage should not be released; a report thereof in writing must be submitted to the Chief Appraiser for action.

(6) If clearance from Customs is not made by the consignee personally but through a representative, presentation of a written Power of Attorney should be required whenever possible; if not, care must be taken that delivery is made to the right person. In the case of manifested baggage, presentation of delivery permit from the steamship agent must be required.

(7) If the goods subject to duty or tax are in commercial quantities, or when they exceed ₱1,000 in appraised value, they shall be released only on presentation of a corresponding Release certificate from the Central Bank.

(8) "Consistent with the faithful compliance of his official duties, no examiner or appraiser should cause inconvenience to any passenger in the treatment, examination, and release of baggage through unnecessary red-tape or delay, or otherwise. It goes without saying that passengers should be treated with courtesy."

Arrastre Service, Manila

(Port Terminal Services)

By **FRANCISCO DELGADO**

General Manager, Delgado Brothers, Inc.

TONNAGE handled during the month of October set a new mark for the year and was some 20,000 tons more than the 99,744 tons handled over the piers during the month of September, 1954. There was no pier congestion and cargo handling was characterized by a smooth, even flow in the receiving and delivery operations.

In a series of conferences between Customs officials, brokers, representatives of the steamship companies, and the Arrastre Contractor, tangible remedial measures have been agreed upon for adoption in order to prevent possible congestion during heavy operations and also in anticipation of the coming Christmas and New Year season. Based on recommendations of the Arrastre Contractor, the main points are the following:

1. There should be proper coordination between our Operations Department and the officials of the Bureau of Customs concerned in the berthing of vessels so that sufficient tonnage space for incoming cargo will be insured.

Ocean Shipping and Exports

By E. H. BOSCH
Secretary-Manager
Associated Steamship Lines

2. Necessary Customs personnel should be assigned to take care of essential services, particularly the processing of entry permits.

3. Steamship companies should be enjoined to submit to our Operations Director vessels' hatch lists, if possible, at least 12 hours prior to ships' arrival, to enable pier personnel to prepare stowage plans, the sheds, and necessary equipment and labor for incoming cargo.

4. The pier sheds should be used only as intransit sheds and not as storage warehouses and, therefore, after the free storage period, cargo should be ordered transferred by the Bureau of Customs to A. C. Esquerro Bonded Warehouse. Even before the expiration of the free storage period, if warranted to avoid congestion or danger of congestion, transfers should also be effected, provided that if released from the ACE Warehouse within the free storage period, the same should be free from storage charges in accordance with existing regulations.

5. The work for the complete rehabilitation of Pier 7 should be expedited to afford additional berthing and tonnage space; Pier 5 should also be completely rehabilitated and made available for commercial use in case of necessity.

6. Importers or brokers should be requested to furnish, whenever possible, advance information covering the following day's delivery in order to avoid unnecessary delays and to enable Delbros to locate cargo and prepare the necessary men and equipment for immediate and expeditious deliveries. This advance information will greatly help the arrastre contractor in the daily forecast of requirements.

7. Harbor Police stationed at the pier gates should be instructed to control trucks entering the piers. Trucks without the necessary approved delivery permits should not be allowed to come in. Unauthorized personnel should not be allowed inside the pier premises. Loaded trucks with approved gate passes should leave the pier premises immediately to make room for incoming trucks.

8. Existing regulations prohibiting truck helpers to enter the sheds should be enforced strictly to avoid hampering of operations inside the sheds.

9. With the cooperation of brokers' "personeros" indicating what particular portion of cargo is to be taken delivery of, deliveries will be further expedited. Brokers' and importers' representatives are also urged to make maximum reference to the posting and index books in the Pier Superintendent's office to determine if a particular shipment has already been landed and its location in the shed. There are 16 delivery foremen and a force of reserve foremen, in addition to a normal strength of supervisors, to further facilitate sorting and location of cargo and for greater supervision of delivery operations.

10. Whenever warranted by the exigencies of the service, all Customs gates will be opened to expedite flow of cargo trucks.

11. When all outside stowage areas within the pier premises are filled with cargo, the space immediately outside of the pier fence should be used for open stowage; the vacant lot in front of Pier 11 could also be used for outside stowage if necessary.

THE problem of the onion shipments on the piers is causing no little inconvenience to waterfront interests. The thousands of crates, undelivered due to certain legal difficulties, occupy sizeable space in the pier sheds which could be better utilized to accommodate incoming shipments.

IN coordination with Customs and NARIC personnel, dockworkers of the Associated Workers Union under contract with the Arrastre Contractor set a new record in the expeditious handling of cargo when they discharged and delivered in less than three days 5,000 tons of NARIC rice which arrived on the S.S. *Johannes Maersk* to alleviate the rice scarcity in the city and provinces. The pier-side discharge and delivery of the rice insured a minimum loss through reduced handling.

TO prevent inconvenience, local importers are advised that a new ruling has been laid down by Customs authorities that imported goods bearing no marks of origin will be seized. This is to frustrate the infiltration of Communist goods such as those coming from Red China and Communist-held areas.

TONNAGE HANDLED IN THE PORT OF MANILA

Month	Dockside	Shipside	Bulk
January, 1954	103,878	23,192.18	44,402
February	82,853	26,547.24	41,105
March	100,161	17,124.15	101,596
April	110,764	26,425.19	86,971
May	115,203	33,824.17	97,825
June	105,589	18,578.15	69,818
July	79,671	28,374.26	96,407
August	81,199	21,621.17	69,418
September	99,744	28,828.01	69,417
October	119,000	31,095.00	52,189

TOTAL exports during the month of September this year showed a decrease of 26,220 tons over exports during September of last year. The reduction was due mainly to a decrease in the export of logs.

136 vessels lifted 419,500 tons of exports during the month, as against 445,720 tons lifted by 158 vessels during the same month last year.

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

Commodity	1954	1953
Beer	408 tons	46 tons
Cigars and cigarettes	13 "	15 "
Coconut, desiccated	6,323 "	5,209 "
Coconut oil	7,663 "	7,080 "
Concentrates containing copper, gold, silver, lead, and zinc	628 "	619 "
Concentrates, copper	18,125 "	—
Copra	73,188 "	63,552 "
Copra cake/meal	8,573 "	6,179 "
Embroideries	512 "	355 "
Empty cylinders	84 "	420 "
Fish, salted	13 "	—
Furniture, rattan	547 "	590 "
Glycerine	126 "	369 "
Gums, copal	172 "	107 "
Hemp	75,911 bales	59,087 bales
Hemp rugs	115 tons	15 tons
Household goods and personal effects	476 "	391 "
Junk, metal	1,144 "	—
Logs	38,221,503 bd.ft.	63,967,104 bd.ft.
Lumber	4,947,055 "	6,045,130 "
Molasses	31,528 tons	9,826 tons
Nuts, peanuts	40 "	—
Ores, chrome	48,882 "	43,479 "
Ores, iron	93,555 "	110,674 "
Pineapples, canned	1,441 "	5,876 "
Plywood and plywood products	124 "	—
Rattan, round (palasan)	245 "	247 "
Rope	366 "	356 "
Shell, shell waste	45 "	61 "
Skins, hides	78 "	83 "
Sugar, cent./raw	22,002 "	33,220 "
Sugar, refined	449 "	—
Tobacco	1,854 "	212 "
Vegetable oil	28 "	26 "
Veneer	43 "	45 "
Transit cargo	73 "	—
Merchandise, general	1,181 "	308 "

Freight Car Loadings

By JOSE B. LIBUNAO
Traffic Manager, Manila Railroad Company

LOADINGS of revenue freight during the month of September, 1954, totaled 2,487 cars. This was an increase of 77 cars, or 3.44%, over the loadings during September, 1953, of 2,410 cars. The increase was due to increases of 327 cars in the first district, 30 in the third district, and 46 in Manila, offset by decreased loadings of 110 cars in the fourth district, 188 in the fifth district, and 25 at the North Harbor. (The districts referred to are the five sections into which the railroad system has been divided for the purpose of operating supervision).

Group Commodities	September — Tonnage	
	1954	1953
Products of agriculture	6,060	3,600
Animal products	257	750
Products of mines	1,020	1,297
Products of forests	4,986	12,231