

Electric Power Production

Manila Electric Company System

J. F. COTTON

Treasurer, Manila Electric Company

	1949	1948
January	33 745 000	27 301 000
February	31 110 000	26 021 000
March	34 776 000	26 951 000
April	33 048 000	26 871 000
May	34 453 000	28 294 000
June	34 486 000	29 216 000
July	35 726 000	31 143 000
August	35 394 000*	31 993 000
September	35 790 000**	32 012 000
October		33 943 000
November		32 661 000
December		35 104 000
TOTAL	361 510 000	

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* Revised
** Partially estimated

Output in September set a new record by a small margin. There was an increase of 3,788,000 kwh, or 11.8% over September, 1948.

The rate of increase during the first 9 months of 1949 has been considerably less than in the same

period of 1948. In September, 1948, output was 17% over the preceding January, whereas in 1949, September was only 6% above January. It begins to appear evident that the future rate of increase in output will continue to be moderate.

It should be borne in mind that there is still a power shortage which will continue until the new 50,000 kw Rockwell Station is completed toward the end of 1950. During the latter half of September it was necessary to cut one or two circuits nightly because of overload. Unless there is voluntary rationing of electricity during the hours of 5 p.m. to 9 p.m. it will be necessary to cut some circuits every night.

Real Estate

BY C. M. HOSKINS

(Of C. M. Hoskins & Co., Inc., Realtors)

PURCHASES of real estate in Manila totaled P3,668,662 during the month of September, as compared with P2,228,597 for August. Mortgages recorded in September aggregated P5,094,415, compared with P4,924,841 for July.

Cumulative totals of sales for the first 9 months from 1946 were as follows:

	1946	January-September
	1947	P32,625,806
	1948	54,793,978
	1949	44,015,210
	1949	28,975,426

Sales in the suburbs recorded in September were P3,786,671, slightly higher than the Manila figures for the same month. Quezon City accounted for

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Note: A large percentage of 1945 sales and a diminishing percentage of 1946 sales, represent Japanese Occupation transactions not recorded until after liberation.

	1940	1941	1945	1946	1947	1948	1949
January	P 6,004,145	P 962,970	P 7,943,605	P 4,385,011	P 6,030,012	P 3,644,734	P 3,965,420
February	918,873	779,783	1,337,830	2,267,151	7,217,317	3,879,633	2,701,668
March	1,415,246	1,532,104	(?)	2,622,190	7,166,866	4,243,719	3,362,635
April	883,207	988,380	213,262	1,916,293	8,611,076	5,021,093	3,677,630
May	403,866	1,129,736	962,008	3,684,937	4,618,181	3,129,799	4,253,395
June	542,187	598,431	1,212,780	3,637,956	3,988,560	8,019,246	2,793,217
July	1,324,861	559,742	1,123,565	4,974,862	4,097,183	5,146,529	3,019,784
August	1,905,828	1,239,414	699,740	4,438,510	5,627,572	6,192,876	4,924,841
September	1,141,114	815,112	1,870,670	4,698,896	7,437,213	4,737,581	3,668,662
October	993,103	1,182,678	2,096,893	5,546,800	6,083,486	5,350,376	
November	938,416	858,235	2,555,472	3,340,384	4,177,054	3,046,287	
December	1,504,004	(?)	2,874,408	4,025,926	3,205,584	5,386,248	
TOTAL	P17,974,844	P10,647,285	P22,890,133	P45,537,914	P68,260,104	P57,798,121	P32,367,252

P1,897,454 of the suburban sales, or about one-half of the total.

Owners of commercial properties are somewhat concerned over the threat of broader import control restrictions, fearing that if wholesale and retail merchants dealing in imports are further restricted, many firms may be forced out of business. Apartment owners are also wondering whether more import control will cause an exodus of foreigners. As changes in the control regulations are still under study, the reaction of real estate owners seems to be one watchful waiting.

In general the tone of the real estate market is cheerful. Land values continue firm at about last year's transaction levels. Buyers are plentiful with a greater tendency to bargaining.

Port of Manila

BY MADOX BROWN
Luzon Brokerage Company

THERE has been a decline in waterfront activity during the past month proportionate to the drop in incoming cargo, due mainly to the restrictions of the Import Control which came into effect as from the beginning of the month. The number of vessels putting in at the piers has slackened off considerably and as a consequence the volume of business has shown a marked decrease.

The falling curve of the graph can be gauged approximately in a comparison of the past three months with regard to total arrastre charges, marking 20% of the gross collection of the Philippine Ports Terminal, which are as follows:

June	P173,103.80
July	164,143.65
August	163,037.07

Paradoxically, however, the total tonnage for August shows an increase over that of July. A breakdown of the figures shows:

July	
Total tons handled on piers	P144,821.735
Total tons handled at shipside	35,426.738
Total tons for July	180,248.473
August	
Total tons handled on piers	P157,903.429
Total tons handled at shipside	36,502.229
Total tons for August	194,405.458

The apparent discrepancy in these figures can be explained in the fact that they include the amount of gasoline, kerosene, oil, cement, and rice coming into the country. The actual amount of purely commercial cargo, however, definitely shows a decrease.

As against the falling off in volume of business handled along the waterfront, there has been a decided improvement in handling conditions on the piers. Congestion, which has been the main bugbear in the past, it gradually being cut down and the work on the docks has been correspondingly easier. The improvement has been most noticeable on Pier 5, on which the greatest bulk of cargo is now being discharged since Pier 13 has been virtually closed down for repair. One shed has already been completed on Pier 5 and work has been started on the second shed. One-way traffic has been instituted and cargo is being shifted at a faster pace now that the snarled-up congestion of trucks has been brought under control.

Work is coming on fast on Pier 9, which is presently under construction. It is understood that this pier will be ready to start operating by the end of the year.

Pier 13 is presently under demolition and will be rebuilt entirely, the same as Pier 9. At the present time, only one ship at a time is allowed alongside this pier for unloading and loading.

LABOR relations along the waterfront have been moderately peaceful during the past month. There was a short strike of the Checkers, which fortunately lasted only half a day. The case was immediately referred to the Court of Industrial Relations, which ordered the men back to work. The point at issue involved the matter of payment, the steamship companies desiring to pay the men individually while the Union insisted on the Checkers being paid through the Union. The question is still up for arbitration and no definite ruling has as yet been issued.

ONE bright feature has been the result of the campaign instigated by the Philippine Chamber of Commerce aimed at getting an improvement in the quality of packing for incoming cargo, especially cargo coming from the United States. This campaign had its origin in the visit of several representatives of the San Francisco Chamber of Commerce to Manila last year for a trade conference held under the auspices of the Philippine Chamber of Commerce. Among other issues decided at this conference was