

BUILDING CONSTRUCTION IN MANILA: 1936 TO 1948

Compiled by the Bureau of the Census and Statistics from data supplied by the City Engineer's Office.

MONTH	1936 (Value)	1937 (Value)	1938 (Value)	1939 (Value)	1940 (Value)	1941 (Value)	1945 (Value)	1946 (Value)	1947 (Value)	1948 (Value)
January . . .	P 540,030	P 426,230	P 694,180	P 463,430	P1,124,550	P 891,140	P —	P 1,662,245	P 3,645,970	P 6,571,660
February . . .	720,110	479,810	434,930	1,063,050	1,025,920	467,790	—	2,509,170	3,270,150	6,827,005
March . . .	411,680	396,890	1,300,650	662,840	671,120	641,040	—	3,040,010	3,398,910	7,498,560
April . . .	735,220	659,680	770,130	1,029,310	962,420	408,640	462,020	3,125,180	8,295,640	7,370,292
May . . .	400,220	670,350	1,063,570	1,139,560	740,510	335,210	1,496,700	3,968,460	5,564,870	8,570,410
June . . .	827,130	459,360	754,180	809,670	542,730	418,700	2,444,070	3,904,450	5,898,580	10,217,840
July . . .	302,340	691,190	756,810	495,910	357,680	609,920	1,741,320	3,062,640	9,875,435	7,771,487
August . . .	368,260	827,660	627,790	622,050	661,860	306,680	1,418,360	4,889,640	7,428,260	7,568,950
September . . .	393,100	777,690	684,590	554,570	590,380	530,830	1,015,250	7,326,570	7,770,310	7,095,860
October . . .	663,120	971,780	718,190	645,310	738,700	699,040	639,030	4,630,550	6,747,240	5,368,800
November . . .	460,720	320,890	972,310	461,580	485,100	315,930	1,364,310	4,373,390	7,088,283	3,424,125
December . . .	648,820	849,160	503,230	1,105,910	333,490	67,553	1,605,090	5,034,600	4,924,320	4,507,580
TOTAL . . .	P6,170,750	P7,530,690	P9,280,560	P9,053,250	P8,234,460	P5,692,273	P12,186,150	P47,526,905	P73,907,248	P82,792,569
Annual Average	514,229	627,557	773,380	754,438	686,205	474,356	1,015,513	3,960,575	6,158,937	6,899,381

Ocean Shipping

By F. M. GISPERT

Secretary, Associated Steamship Lines

TOTAL exports for December, 1948, amounted to 189,166 tons, which was considerably more than the 150,846 tons exported during December of the previous year.

The shipping strike on the United States Pacific Coast caused no falling off in exports; in fact, the 189,166 tons lifted during December was more than the 179,766 tons carried during the previous month of November.

Principal commodities exported during December, 1948, as compared with December, 1947, were:

	1948	1947
Alcohol	40 tons	—
Coconut, desiccated . .	8,701 "	8,425 tons
Coconut oil	5,670 "	5,204 "
Concentrates, copper . .	2,400 "	—
" gold	186 "	214 "
Copra	\$2,708 "	55,549 "
Copra cake	3,977 "	2,240 "
Embroideries	117 "	59 "
Empty cylinders	216 "	249 "
Furniture, rattan	493 "	624 "
Gums	92 "	93 "
Hemp	(45,805) bales	45,232 bales
Household goods	134 tons	55 tons
Junk metal	4,665 "	1,177 "
Kapok	75 "	101 "
Logs	(1,208,197) bft.	595,878 bft.
Lumber	(3,986,938) "	—
Molasses	(13,066) tons	—
Ores, chrome	(26,500) "	20,500 tons
" iron	(16,196) "	—
" manganese	4,748 "	—
Rattan	186 "	228 tons
Rope	377 "	233 "
Rubber	135 "	134 "
Skins and hides	208 "	—
Sugar, raw	(19,998) "	17,500 "
Transit cargo	57 "	—
General merchandise . . .	(11,568) "	14,711 "

Port of Manila

By R. L. BARY

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CONGESTION on the piers and within the customs area is a condition which will probably recur from time to time in the future, and is one which will not be easily solved in spite of sincere efforts on the part of the Philippine Ports Terminals Company, customs officials, and customs brokers.

With Pier 9 not available for use and with the lack of overhead cranes, rush periods will cause confusion, a fact recognized by all interested parties. All freight-handling agencies must cooperate to improve the situation as much as possible.

On January 24 this matter was discussed in a two-hour meeting between Commissioner of Customs Jose de Leon, Philippine Ports Terminals Company officials, harbor police, the Arrastre Advisory Committee, and customs brokers. Recommendations came from all interests present and are being considered. It is the hope of the customs brokers that action will be taken for the alleviation of the situation both for the benefit of themselves and their customers.

Careless piling of cargo on the pier has occurred in the past to the extent that truck lanes were blocked, but this has already been stopped by means of controlling the rate of discharge of the ships. Traffic control is being considered with the view to adopting measures to speed up movements of cargoes on the piers and within the area. Apparently the Philippine Ports Terminals Company has enough laborers and equipment on the piers to meet the cargo-handling problem, but measures were discussed for better co-ordination between customs brokers and the Philippine Ports Terminals Company so as to have men and equipment available where and when needed. Within a short time definite controls should be in operation.

One of the major losses of time has been in the checking of cargoes moving through the gates, and it was suggested that additional men check the trucks, several at a time, before the gates are reached, and trucks be allowed to pass through the gates on presentation of a pass showing that inspection has been completed and that its load is in order.