

RAIL COMMODITY MOVEMENTS

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The volume of commodities received in Manila during the month of February, 1938, via the Manila Railroad Company are as follows:

Rice, cavares	199,446
Sugar, piculs	731,440
Copra, piculs	106,331
Desiccated Coconuts, cases	26,276
Tobacco, bales	2,307
Lumber, board feet	596,592
Timber, kilos	414,000

The freight revenue car loading statistics for four weeks ending February 19, 1938, as compared with the same period of 1937 are given below:

FREIGHT REVENUE CAR LOADING

COMMODITIES	Number of Freight Cars		Freight Tonnage		Increase or Decrease	
	1938	1937	1938	1937	Cars	Tonnage
Rice	687	694	10,083	8,606	(7)	1,477
Palay	362	263	4,976	3,015	119	1,961
Sugar	1,426	1,688	45,705	50,942	(252)	(6,937)
Sugar Cane	10,037	10,723	184,255	201,181	(496)	(16,926)
Copra	570	134	4,592	968	436	3,624
Coconuts	111	59	1,113	581	52	532
Molasses	98	93	2,832	2,817	5	15
Hemp	8	—	46	—	8	46
Tobacco	15	4	118	20	8	98
Livestock	15	7	75	26	8	50
Mineral Products	490	303	4,786	3,803	187	983
Lumber and Timber	111	105	2,489	2,723	6	(234)
Other Forest Products	—	2	—	12	(2)	(12)
Manufactures	240	290	2,880	2,979	40	(99)
All Others including L.C.L.	2,518	2,695	15,932	14,140	(177)	1,272
TOTAL	16,718	16,980	279,335	292,365	(262)	(13,080)

SUMMARY

Week ending Jan. 29	4,245	4,139	70,884	69,938	106	946
Week ending Feb. 5	3,899	4,000	63,639	68,995	(101)	(6,356)
Week ending Feb. 12	4,178	4,267	69,292	72,682	(89)	(3,387)
Week ending Feb. 19	4,596	4,574	75,517	80,140	(173)	(4,623)
TOTAL	16,718	16,980	279,335	292,365	(262)	(13,080)

NOTE—Figures in parenthesis indicate decrease.

Markets, Markets . . .

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ter product, paying duty, yet at a lower price. This shows the unorganized state of the abaca novelty industry here. Time was when hand embroidery was equally unorganized, yet this was overcome long ago. When the right man comes along, the abaca novelty industry will be thoroughly organized and the trade will soar to a value of millions of pesos a year.

Trick of it is piecemeal, to get one village to make uppers, others to make soles, others to dye fiber, others to prepare fiber; and to have a general grading and assembling plant either at Naga, Legaspi, or Manila as conditions advise. The same capital, successful with abaca, would probably branch to coir and shell. This is not recommended to the government, but to private enterprise.

That is about all there is to the picture, as we see it. No great flights, but some potentially worthwhile low-soaring; and first ships, then ambitious industry, until which time mainly the factories of other oriental capital may be expected to rise here, with ships at their call, and the Commonwealth may be expected to remain dominantly agricultural.

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