### RAIL COMMODITY MOVEMENTS

By LEON M. LAZAGA

Traffic Manager, Manila Railroad Company



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

Rice, cavanes	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 Care		Freight Tonnage		Increase or	
	1938	1937	1938	1957	Cars	Tonnag
Rice	687	694	10.083	8.606	(7)	1.477
Palay	362	263	4.976		119	1.961
Sugar	1.436	1.688	45.005		(252)	(5.937
Sugar Cane	10.037	10,733		201.161	(696)	(16,906
Copra	570	134	4.592	968	436	
Coconuts	111	59	1.113		436	3,624
	98				52	532
Molasses		93	2,932		5	115
Hemp	8	_	46		8	46
Tobacco	15	4	118		11	98
Livestock	15	7	76	26	8	50
Mineral Products	490	303	4.786	3,803	187	983
Lumber and Timber	1111	105	2.489	2.723	6	(234
Other Forest Products		2	-,	12	(2)	(12)
	240	200	2.880		401	(99
Manufactures	2 5 1 8	2.695	15,984	14.712	(177)	1.272
All Others including L.C.L.						
TOTAL	16,718	16,980	279,335	292,365	(262)	(13,080

#### SUMMARY

Week endi Week endi Week endi Week endi	ng Feb. ng Feb.	5 12	 4,245 3,899 4,178 4,396	4,139 4,000 4,2 <b>6</b> 7 4,574	70,884 63,639 69,295 75,517			946 (5,356) (3,387) 5,233)
TOTAL			 16,718	16,980	279,335	292,365	(262)	(13,030)

Note-Figures in parenthesis indicate decrease.

#### Markets, Markets...

(Continued from page 42) 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 abacá novelty industry will be thoroughly organized and the trade will soar to a value of millions of pesos a year.

Trick of it is piecework, to get one village to make uppers, others to make soles, others to dve 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, untu 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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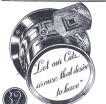
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