

# First Half of 1933 Import Trade Reviewed

By E. D. HESTER, American Trade Commissioner

Philippine overseas trade during the first calendar semester of 1933 was \$121,811,422 exports and \$71,860,132 imports. Compared with the January to June totals, 1932, exports were up about 16 per cent and imports were off in nearly the same proportion. Comparing the two semesters, the net effect was an increase in the overall visible balance from about \$21,000,000 to nearly \$50,000,000—a very wholesome development in the face of depressed price levels in export commodities.

Chief customer of the Philippines was the United States, taking over 90 per cent of all exports, \$110,571,229 in amount, which is 22 per cent more in share and 20 per cent more in pesos than were the relative figures for January to June, last year. The reciprocal character of trade between the two countries was lessened in degree through declines in both share and amount of Philippine imports of American goods. For the first semester 1933 these imports were valued at \$43,140,304 or 60 per cent of all In-sular overseas purchases and for the first half, 1932, at \$55,549,901 or 65 per cent of the total. Thus on the American side the share declined 55 per cent and the amount 20 per cent.

The Philippines-Japan record was altogether favorable to the latter. Japan purchased \$2,351,019 worth of Philippine goods against \$2,156,633 and sold to the Islands \$2,243,870 against \$6,407,748—thus increasing her dollars-and-cents advantage in value of commodity exchanges.

Imports from all other countries except from Australia declined. Exports either declined or were unchanged except to China, France and Belgium, where limited increases occurred.

Philippine overseas trade, in millions of pesos, by countries, January to June, 1933 and 1932:

| Country                  | Imports |      | Exports |       |
|--------------------------|---------|------|---------|-------|
|                          | 1933    | 1932 | 1933    | 1932  |
| U. S. and Possessions... | 43.1    | 55.5 | 110.4   | 92.7  |
| Japan                    | 8.2     | 6.4  | 2.6     | 3.2   |
| China                    | 5.2     | 5.3  | 7       | 3     |
| Germany                  | 2.8     | 3.7  | 8       | 8     |
| Spain                    | 2.4     | 3.5  | 2.5     | 3.9   |
| Great Britain            | 2.1     | 2.6  | 1.4     | 2.4   |
| British East Indies      | 1.8     | 2.3  | 2.2     | 1.8   |
| Netherlands East Indies  | 1.1     | 1.9  | 1.1     | 2.2   |
| France                   | 0.6     | 0.9  | 1.1     | 0.8   |
| French East Indies       | 1.1     | 1.4  | 0       | 0     |
| Australia                | 1.2     | 1.1  | 1       | 1     |
| Belgium                  | 5.7     | 9    | 3       | 2     |
| Other countries          | 3.2     | 3.3  | 1.6     | 1.9   |
| Total                    | 71.9    | 84.8 | 121.8   | 105.6 |

As usual the Philippines turned in negative visible accounts with all oriental countries, in fact with all foreign countries except small pluses with Spain (approx. \$2,100,000) and France (approx. \$500,000). The total unfavorable visible balance with foreign countries was over \$17,000,000. But, in trade with the United States, the Philippines profited greatly, yielding a favorable return exceeding \$67,000,000, sufficient to wipe out the trade losses in all other areas and leave some \$50,000,000 net gain from which the invisible negatives were settled and from which all economic advancement was derived. It is significant to note that the favorable balance in these six months was about equal to the Insular Government's budget for the year.

Visible balance of Philippine overseas trade, in millions of pesos, January to June 1933 and 1932:

| Area and countries       | 1933  | 1932  |
|--------------------------|-------|-------|
| Oriental:                |       |       |
| Australia                | -1.1  | -1.0  |
| China                    | -1.6  | -2.1  |
| China                    | -4.7  | -4.8  |
| French East Indies       | -1.1  | -1.4  |
| Japan                    | -5.3  | -3.6  |
| Netherlands East Indies  | -1.0  | -1.7  |
| Other oriental countries | -0    | 0     |
| Other areas              | -15.1 | -13.2 |

|                           |       |       |
|---------------------------|-------|-------|
| European:                 |       |       |
| Belgium                   | -4    | -7    |
| Germany                   | +2.0  | -2.9  |
| Spain                     | +1.1  | +4    |
| Great Britain             | +1.1  | -1.2  |
| France                    | +5    | -4    |
| Other European countries* | 1.1   | -1.1  |
| European balance          | -2.4  | -9.4  |
| Spain and France          | -1.1  | -3    |
| Total foreign balance     | -17.6 | -16.9 |
| United States balance     | +67.3 | +37.2 |
| OVERSEAS TRADE BALANCE    | +40.7 | +20.8 |

\* Includes Canada.

**Import values**  
The loss in value of imports was fairly well distributed through the various major commodity groups. Arrivals of footwear ordered in anticipation of increased customs duties brought their import value up nearly a third. All other groups showed declines ranging from 9 per cent in foodstuffs to nearly 50 per cent in tobacco products, the latter due in part to competition of locally manufactured blended type with standard marks of American cigarettes. The Philippine Customhouse does not report sources or quantities of imports (except for textiles and automobiles) until the year's end, but the trade is convinced that much lower prices caused greater losses in values than in quantities in most categories.

Value of Philippine imports, January to June, 1932 and 1933, in pesos:

|                                      | January to June 1933 | January to June 1932 |
|--------------------------------------|----------------------|----------------------|
| <b>Textiles</b>                      | 19,341,960           | 29,308,452           |
| Cotton piece goods                   | 9,958,282            | 12,908,404           |
| Cotton manufactures (a)              | 5,451,920            | 5,781,734            |
| Silk piece goods                     | 831,944              | 703,375              |
| Rayon piece goods                    | 837,387              | 879,165              |
| Silk and rayon manufactures          | 848,861              | 1,275,934            |
| Wool and manufactures                | 295,028              | 368,235              |
| Vegetable fibers and manufactures    | 1,797,338            | 2,223,585            |
| <b>Foodstuffs</b>                    | 15,270,172           | 14,610,032           |
| Breadstuffs                          | 3,514,076            | 3,732,207            |
| Flour                                | (1,905,271)          | (2,763,323)          |
| Rice                                 | (1,048,478)          | (434,808)            |
| Other breadstuffs                    | (360,327)            | (534,000)            |
| Dairy products                       | 2,477,272            | 2,924,135            |
| Eggs, natural                        | 479,168              | 433,891              |
| Fish and fish products               | 1,035,820            | 1,025,280            |
| Fruits and nuts                      | 1,294,014            | 1,206,535            |
| Meat products                        | 1,284,584            | 1,623,771            |
| Vegetables, fresh and preserved      | 1,612,320            | 1,518,579            |
| Other foodstuffs (b)                 | 1,573,912            | 1,705,360            |
| <b>Iron and steel goods (c)</b>      | 5,261,588            | 6,660,366            |
| <b>Petroleum products</b>            | 5,141,978            | 6,852,859            |
| Crudes                               | 1,046,751            | 1,762,430            |
| Gasoline                             | 2,600,494            | 3,165,232            |
| Kerosene                             | 961,483              | 1,245,617            |
| Lubricating                          | 441,250              | 679,567              |
| <b>Machinery</b>                     | 4,741,168            | 6,506,825            |
| Agricultural implements              | 379,393              | 373,135              |
| Electrical machinery (d)             | 1,723,053            | 2,593,052            |
| Industrial machinery (e)             | 2,900,455            | 3,341,427            |
| Instruments and apparatus (f)        | 269,406              | 476,094              |
| <b>Chemicals and products</b>        | 4,928,701            | 5,838,779            |
| Chemicals, drugs, dyes and medicines | 1,872,132            | 2,105,703            |
| Alkalies and soda                    | 1,282,582            | 1,881,306            |
| Fertilizers (g)                      | 1,527,752            | 1,881,306            |
| Paints, pigments and varnishes       | 557,060              | 629,121              |
| Perfumes and cosmetics               | 300,956              | 749,434              |
| <b>Automotives</b>                   | 3,352,685            | 3,990,643            |
| Cars                                 | 1,285,916            | 1,511,716            |
| Trucks                               | 716,021              | 991,884              |
| Motor cycles                         | 549                  | 549                  |
| Parts and accessories                | 514,445              | 688,820              |
| Tires                                | 860,864              | 777,667              |
| <b>Paper and products</b>            | 2,513,562            | 2,934,552            |
| Printed (h)                          | 977,078              | 997,198              |
| Unprinted                            | 1,536,484            | 1,937,351            |
| <b>Coal</b>                          | 871,407              | 829,760              |
| <b>Tobacco and manufactures</b>      | 1,504,532            | 2,892,394            |
| <b>Footwear</b>                      | 923,305              | 707,724              |
| Cotton uppers                        | 675,786              | 528,573              |
| Leather                              | 171,723              | 156,506              |
| Rubber                               | 75,796               | 22,645               |
| <b>Other imports</b>                 | 9,903,030            | 9,213,966            |
| <b>TOTAL IMPORTS</b>                 | 71,860,132           | 84,346,660           |

**Cotton cloth imports**

Cotton piece goods constitutes by all odds the largest of Philippine imports and the Islands are the greatest export market for American textile factories, and require the cultivation of more than 200,000 acres of cotton land to produce the raw fiber for their cloth. But, in spite of record low prices per yard, the cumulative effect of three consecutive years of lessened purchasing power especially in upcountry districts told heavily on consumption. The imports, over 57,000,000 square meters at nearly \$10,000,000, were 14 per cent less in amount and 18 per cent less in value than for January to June, 1932. Losses in grey goods and prints and the gain in dyed goods (which includes both dyed-in-the-piece and woven of dyed yarns) were very slight while bleached goods was down over 40 per cent both in yardage and declared value.

Considering the four classes, American cloth held a larger fraction of the totals in unbleached and dyed, about the same position in prints, but a less share in bleached. Japan, chief competitor in each class, gained relatively in bleached and prints, held up in dyed, and was down in unbleached.

Quantity, value, and source of Philippine cotton cloth imports, January to June, 1932 and 1933:

|                   | Jan. to June, 1933 |               | Jan. to June, 1932 |               |
|-------------------|--------------------|---------------|--------------------|---------------|
|                   | 1000 q. meters     | 1000 of pesos | 1000 q. meters     | 1000 of pesos |
| <b>Unbleached</b> |                    |               |                    |               |
| United States...  | 5,722              | 618           | 6,215              | 747           |
| Japan             | 101                | 12            | 351                | 37            |
| China             | 83                 | 10            | 130                | 23            |
| Others            | 17                 | 4             | 9                  | 2             |
| Total             | 5,923              | 644           | 6,805              | 809           |

|                  | Jan. to June, 1933 |               | Jan. to June, 1932 |               |
|------------------|--------------------|---------------|--------------------|---------------|
|                  | 1000 q. meters     | 1000 of pesos | 1000 q. meters     | 1000 of pesos |
| <b>Bleached</b>  |                    |               |                    |               |
| United States... | 9,250              | 1,532         | 16,648             | 3,032         |
| Japan            | 1,017              | 178           | 1,265              | 151           |
| Switzerland      | 959                | 212           | 1,110              | 278           |
| Great Britain    | 743                | 103           | 1,241              | 411           |
| China            | 106                | 16            | 227                | 38            |
| Others           | 16                 | 6             | 10                 | 3             |
| Total            | 12,091             | 2,137         | 20,601             | 3,913         |

|                                     | Jan. to June, 1933 |               | Jan. to June, 1932 |               |
|-------------------------------------|--------------------|---------------|--------------------|---------------|
|                                     | 1000 q. meters     | 1000 of pesos | 1000 q. meters     | 1000 of pesos |
| <b>Dyed and woven of dyed yarns</b> |                    |               |                    |               |
| United States...                    | 18,842             | 3,474         | 16,700             | 3,263         |
| Japan                               | 4,785              | 54            | 4,891              | 146           |
| China                               | 1,162              | 178           | 1,355              | 157           |
| Great Britain                       | 977                | 258           | 973                | 175           |
| Switzerland                         | 362                | 87            | 445                | 135           |
| Others                              | 77                 | 30            | 52                 | 19            |
| Total                               | 23,905             | 4,753         | 24,416             | 4,595         |

|                  | Jan. to June, 1933 |               | Jan. to June, 1932 |               |
|------------------|--------------------|---------------|--------------------|---------------|
|                  | 1000 q. meters     | 1000 of pesos | 1000 q. meters     | 1000 of pesos |
| <b>Printed</b>   |                    |               |                    |               |
| United States... | 10,087             | 1,738         | 10,830             | 2,157         |
| Japan            | 3,081              | 532           | 3,259              | 420           |
| Switzerland      | 142                | 34            | 409                | 127           |
| Great Britain    | 94                 | 24            | 150                | 32            |
| Others           | 8                  | 2             | 25                 | 6             |
| Total            | 13,412             | 2,330         | 14,673             | 2,751         |

**Silk and rayon cloth imports**

Both silk and rayon piecegoods registered increases in yardage and decreases in values. The gain in silks was altogether for the American and Chinese shares and Japan lost in ratio. In rayons the increases were heavier and almost entirely in the Japanese bracket.

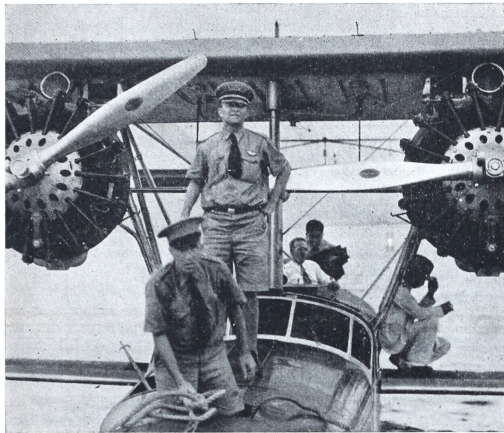
Quantity, value, and source of Philippine silk and rayon cloth imports, January to June, 1932 and 1933:

|                  | Jan. to June, 1933 |               | Jan. to June, 1932 |               |
|------------------|--------------------|---------------|--------------------|---------------|
|                  | 1000 sq. meters    | 1000 of pesos | 1000 sq. meters    | 1000 of pesos |
| <b>Silk</b>      |                    |               |                    |               |
| United States... | 192                | 175           | 108                | 142           |
| China            | 578                | 328           | 356                | 248           |
| Japan            | 486                | 328           | 614                | 310           |
| Others           | 1                  | 1             | 5                  | 3             |
| Total            | 1,257              | 832           | 1,083              | 703           |

|                  | Jan. to June, 1933 |               | Jan. to June, 1932 |               |
|------------------|--------------------|---------------|--------------------|---------------|
|                  | 1000 sq. meters    | 1000 of pesos | 1000 sq. meters    | 1000 of pesos |
| <b>Rayon</b>     |                    |               |                    |               |
| United States... | 195                | 132           | 259                | 206           |
| Japan            | 3,319              | 679           | 3,033              | 640           |
| France           | 66                 | 20            | 30                 | 14            |
| Others           | 15                 | 6             | 60                 | 20            |
| Total            | 3,495              | 837           | 3,372              | 879           |

(a) Except cotton shoes.  
(b) Includes coats, coffee, confectionery, starch, sugar, molasses and tea.  
(c) Includes hardware, cutlery and tools.  
(d) Includes electrical apparatus and appliances.  
(e) Includes rice threshers and mills, sugar central and mill-extractor machinery, and tractors.  
(f) All non-electrical instruments and apparatus.  
(g) Cotton and natural.  
(h) Includes books.  
(Please turn to page 16)

# Pan-American Airways Would Extend Service Here



Bulletin Photo

Landing at Manila

Foreground, Assistant Pilot William Ehmer; standing, Pilot W. S. Grooch; cockpit, in front of Photographer Claudio of TVT, M. H. Bixby.

In August Vice-President M. H. Bixby of Pan-American Airways, in a Sikorsky seaplane with Pilot W. S. Grooch and Assistant Pilot William Ehmer, flew to the Philippines from Hongkong and undertook an exploration of the field here for a commercial airline between Luzon and China. Before leaving Manila on the return trip to Hongkong, Sunday, September 3, Bixby had made application to the Philippine legislature for the franchise for this project, which he had determined would be feasible if the necessary support should be forthcoming.

In conjunction with the Chinese National Airways this company is operating a line of airplanes on schedule 1600 miles up the Yangtze river in China, daily trips between Hankow and Shanghai. Public response has been remarkable, Bixby says, no doubt largely on account of the mail advantages, as the line is already on a paying basis. If a mail subsidy can be procured here, for mails between the United States and the Philippines especially, Bixby says schedules can be arranged in conjunction with steamships that will effect a 12-day time between Manila and San Francisco, about half the time of the steamship schedules now.

On such details the plan depends.

There would be great advantage in a mail schedule of 12 days between Manila and the Pacific coast of America. The Bixby proposal brought another, from Dutch interests, for a line between Manila and Singapore or Batavia connecting with the Dutch company's air service to Europe. The Iloilo-Negros Air Express running an air taxi service between Iloilo and Negros and making semiweekly trips between Iloilo and Manila has surveyed the field for extending its service to Cebu and Zamboanga and also to Batavia, this flight to connect passengers with Europe by the Dutch line of airplanes from Batavia.

The Bixby flight from Hongkong to Manila via Lingayen gulf was highly noteworthy in the records of aviation here, the more so as it was undertaken in every-day manner without the glare of much publicity. Landing was made at Lingayen gulf and Santiago point tentatively chosen as a regular landing place; in the same vicinity are other possible landing places. Important from the refueling standpoint. Base stations at Manila may be either Bacoor bay at Cavite, during much of the year, or Laguna de Bay; and passengers and mail may be landed and taken on at Admiral's landing opposite the Manila hotel. By using some point at Lingayen gulf as a way station for refueling, 300 pounds more of pay load may be carried.

Pan-American Airways is not a manufacturing company, but strictly an operating company free to buy whatever planes it prefers. Bixby said that for the China-Manila run seaplanes with cruising economical speed of 150 miles an hour would be advisable, and that such planes could now be obtained. The Sikorsky used for the pioneer flight cruises economically at 110 miles an hour. The faster plane ought to make the crossing Hongkong-Santiago Point in less than 4 hours, possibly in 3-1/2 hours. (The marine distance between Manila and Hongkong is 635 nautical miles, and between Manila and Lingayen 110 nautical miles). Passengers landed at Lingayen might go directly to Baguio before visiting Manila, and passengers leaving the islands might embark at Lingayen. Unquestionably there would be some desirable development of Lingayen as a hotel point.

## First Half of 1933 . . .

(Continued from page 14)

### Automotive imports

For the first time in the Philippines, American motor equipment was forced to snare the market with cars of foreign make. More than a fourth of the total number of passenger units imported during the period were of European manufacture. This was due entirely to the introduction of various "bantam" types for use as "ten and five centavo" taxis, a new system of transportation which is rapidly supplanting the two-wheeled horse-drawn traditional calesa in Manila. The business was encouraged by a liberal franchise



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| CAPIZ         | LA UNION     | PANGASINAN  |
| CAVITE        | LEYTE        | RIZAL       |
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ESCOLTA

MANILA, P. I.

policy adopted by the Philippine Public Service Commission. To a considerable extent the foreign "bantams" were not in actual competition with American cars but had created their own new market, one which United States exporters not prepared to seize. There have recently been sold a number of a new "near-bantam" model of American manufacture which is reported superior to the smaller European type for cheap taxi service and very acceptable both to operators and passengers. Cars for private use numbered about 800 and this figure is the more comparative with the 1,140 of the first semester 1932.

In trucks, foreign competition, also a new feature, was limited to diesel-engined models from Germany. With the development of similar equipment by United States manufacturers, the competition should be checked.

Motorcycles continued without general acceptance in the Philippines, those imported being principally for Government or other special uses.

The quantity as well as the American share in auto parts declined. Parts from Great Britain and Germany followed the sales of their "bantam" cars, while the increased imports from Japan represented general competition in selected lines of parts.

The tire business was exceptionally good considering declines in cars and trucks. The United States dropped slightly in its share due to growing competition from Japan. The only other feature was the re-appearance of British and French tires, however, in very limited quantity.

Number, value and source of Philippine automotive imports, January to June, 1932 and 1933:

Jan. to June, 1932      Jan. to June, 1933

Number      Pesos      Number      Pesos

|                | Number | Pesos     | Number | Pesos     |
|----------------|--------|-----------|--------|-----------|
| Passenger cars | 776    | 958,231   | 1,133  | 1,525,337 |
| Great Britain  | 254    | 280,447   | 1      | 610       |
| Germany        | 61     | 43,769    |        |           |
| Italy          | 3      | 3,499     |        |           |
| Japan          |        |           | 5      | 5,169     |
| Singapore      |        |           | 1      | 600       |
| Total          | 1,096  | 1,283,916 | 1,140  | 1,531,716 |

| Trucks        |     |         |     |         |
|---------------|-----|---------|-----|---------|
| United States | 640 | 708,513 | 800 | 991,884 |
| Germany       | 7   | 8,104   |     |         |
| Japan         | 1   | 304     |     |         |
| Total         | 657 | 716,921 | 800 | 991,884 |

| Motorcycles   |    |       |   |     |
|---------------|----|-------|---|-----|
| United States | 7  | 3,715 | 2 | 410 |
| Italy         | 2  | 42    |   |     |
| Japan         | 1  | 698   |   |     |
| Germany       | 1  | 104   | 1 | 136 |
| Total         | 11 | 4,549 | 3 | 546 |

| Parts for autos |         |         |  |  |
|-----------------|---------|---------|--|--|
| United States   | 487,422 | 675,578 |  |  |
| Japan           | 11,320  | 6,783   |  |  |
| Great Britain   | 8,617   |         |  |  |
| Germany         | 5,955   | 35      |  |  |

|           |         |         |
|-----------|---------|---------|
| Italy     | 742     | 46      |
| France    | 241     | 414     |
| Canada    | 131     |         |
| China     | 11      | 410     |
| Singapore |         | 5,287   |
| Australia |         | 289     |
| Total     | 514,445 | 688,820 |

| Tires for autos   |         |         |  |
|-------------------|---------|---------|--|
| United States     | 787,803 | 748,625 |  |
| Japan             | \$6,359 | 18,599  |  |
| Canada            | 8,605   | 5,167   |  |
| Great Britain     | 7,866   |         |  |
| France            | 171     |         |  |
| Dutch East Indies | 60      | 697     |  |
| Australia         |         | 1,504   |  |
| Singapore         |         | 73      |  |
| Total             | 860,864 | 777,667 |  |

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