

SHIPPING REVIEW

By CHARLES KIRKWOOD
Secretary, Associated Steamship Lines

For September 1938 we figured the export movement at 244,768 revenue tons. This is about 9,000 tons less than for August. Compared with September 1937, 188,197 tons the showing is satisfactorily from every standpoint. Sugar shipments were 29,211 tons, raw-cent. 27,162 and refined 2,049 tons. After a careful check with the Sugar Administration the total shipments November 1st, 1937 to September 30th, 1938 figures 841,844 tons and leaves very little for October. The Associated Steamship Lines engaged Mr. J. R. Shaw to negotiate rates on sugar and terms for the season 1938-1939. Mr. Shaw on October 26th announced that the rate on raw-cent. sugar to the Atlantic had been agreed upon as \$7 per long ton, this rate to be effective from November 1st, 1938 to March 31st, 1939. New crop sugar will begin moving in November.

In addition to the rate above on sugar, the Association on October 18th announced reductions on hemp, and on ores-base metals group to U. S. ports and on October 28th, on cutch to Atlantic ports. These reductions were in line with general traffic conditions and were well received by the shippers.

Shipments of coconut products were spotted. The desiccated coconut trade forwarded 5,148 tons, a decrease of 900 tons as compared with August. We hear that the price in the States has been cut to meet serious competition. The shipments of vegetable lard and margarine were also less as well as copra cake-meal. The U. S. took 17,607 tons of coconut oil and China 112 tons, making a total of 17,719 tons, this is the heaviest monthly movement during the current year. The copra movement shows decided improvement. The U. S. took 19,000 tons, Europe 14,450 tons, Japan 399 tons and Mexico 1,055 tons, a total of 34,904 tons. The movement of cake-meal amounted to 7,618 tons, to U. S. 1,218 tons, to Europe 6,400 tons.

The hemp movement was far from satisfactory and falls 17,069 bales below August shipments. The three good customers held off their buyings. The U. S. took 17,883 bales, Japan 31,641 bales and Europe 34,262 bales. The smaller trades brought the total to 92,439 bales. We hope that the adjustment in rates will increase the U. S. trade which shippers claim has been curtailed because of old rates. We are not optimistic enough to hope to see the Japan trade reach its former volume of 50,000 bales, at least not soon.

The lumber and log trade, except for Japan held its own in good shape. The movement was 4,897,682 board feet. The U. S. took practically 2 million feet, Japan 1 million feet (logs), Europe 1 million feet, Australia 300,000 feet and so Africa 485,835 feet.

A shipment of 3,500 tons of chromite went forward to the U. S. Atlantic Coast. To the Tacoma smelter the gold mines shipped 714 tons of gold-silver concentrates. To Japan went forward 85,628 tons of iron ore, 1,300

tons of manganese and 1,305 tons of copper concentrates, a total of 88,233 tons to Japan. A total to all destinations of 92,447 tons.

The cigar shipments were 304 tons, a figure well above the average. The leaf tobacco business was very small, only 395 tons. Small lots of molasses amounting to 1,230 tons to Oriental ports covers that commodity. Furniture, gums, wines and liquors shipments show improvement but embroideries, junk metals, kapok, rubber, hides and nuts shipments are quite small. The cutch factory forwarded only 330 tons. Bugo cannery sent out 1,753 tons of canned pineapples. The transit cargo movement was 440 tons. The movement of rope was 471 tons.

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