

in their claims, lose sight of the fact that the losses due to insufficient packing inevitably affect insurance rates, freight rates, and in the end may jeopardize the entire market, as consumers must in time rebel against paying higher prices for goods or accepting damaged goods because a few centavos have been saved by using an inferior type of container or packing. Alvin Roberts, in the article referred to, summarizes a few exceedingly valuable suggestions on types of containers available for export packing:

"Nailed Wood Crates

"Open crates are not recommended unless the contents are of an almost indestructible nature. Use fully sheathed crates with enough substantial frame members and diagonals so arranged that the crate can withstand by itself heavy lateral blows and a great deal of unevenly distributed superimposed weight. Interior item should be substantially skidded and preferably bolted to crate-base through decking and skids. Line interior of crate (except base) with waterproof paper. Use preservative — not any old oil — on metal surfaces of contents subject to corrosion.

"Nailed Wood Boxes

"Design to meet export requirements and use the best seasoned lumber available. Overloading is just as fatal as leaving inside free space which permits the load to shift. Don't use second-hand boxes. Where contents are valuable and pilferable, use pilferproof clips.

"Cleated Plywood Boxes

"Use plywood strong enough for export. Provide sufficient intermediate cleats so that unframed area in any direction between cleats does not exceed 24 inches.

"Barrels (Slack or Tight)

"Properly dog all hoops. Reinforce heads with cleats applied at right angles to cants.

"Fibreboard Cartons

"Don't use domestic cartons for export. They are neither designed or sold for this use, being wide open to crushing and pilferage. If only these are available, overpack 6 or 8 in an open, slatboard wood crate.

"Marking

"If contents are subject to pilferage, marks must not reveal contents or name of well known shipper. Use stencils rather than free hand marks. Use cautionary handling marks in English and in language of country of destination.

"Strapping

"All containers must be strapped; wood boxes around girth and plywood boxes around cleats. Reinforce sheathed crates with angle irons at corners and along edges.

"Always give consignees prompt notification of shipments and urge that they take delivery without delay. The longer a shipment is in transit, the greater is the exposure to loss or damage."

Since most of us in the Philippines fall into the category of "consignees" of shipped goods, the question may arise as to the applicability of the foregoing to us. The fact remains that it is we who in the long run pay the costs of "preventable" damage; it is we who are in the position of buyers who can stipulate adequate packing as a part of our order to the exporter, and insist that adequate standards of packing be observed.

Ocean Shipping

By F. M. GISPERT

Secretary, Associated Steamship Lines

EXPORT figures for March of this year showed a slight increase over exports during March, 1947, i.e., 141,396 tons for March this year, as against 135,395 tons

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exported during March of the preceding year.

Shipments of desiccated coconut during the month under review were double those of last year.

A fair amount of sugar, logs, and lumber left the Islands, but although the amounts shipped were considerably in excess of those shipped last year, shipments of these commodities are nowhere near pre-war figures.

Copra shipments showed a decided falling off.

Exports of the most important commodities for March this year as compared with March, 1947, are as follows:

	1948	1947
Cigars.....	11 tons	1 ton
Desiccated Coconut.....	6,533 "	3,034 "
Coconut Oil.....	3,320 "	2,484 "
Copra.....	51,460 "	90,599 "
Copra Cake.....	4,459 "	1,280 "
Hemp.....	39,988 bales	53,305 bales
Logs and Lumber.....	1,486,821 board feet	—
Ores.....	15,948 tons	17,510 tons
Rope.....	492 "	350 "
Tobacco.....	17 "	1,253 "
Sugar.....	23,218 "	—

TOTAL TRADE OF THE PHILIPPINES FROM APRIL TO DECEMBER, 1947

BY NATIONALITIES(*)

BUREAU OF THE CENSUS AND STATISTICS

Nationality	Total Trade	Percentage
American.....	P400,598,903	33.59
Chinese.....	399,610,057	33.51

Philipino.....	270,695,512	22.70
British.....	41,677,034	3.49
Spanish.....	35,227,641	2.95
Swiss.....	18,566,683	1.55
Indian British.....	9,635,100	.80
Syrian.....	6,767,568	.57
French.....	3,993,802	.33
Panaman.....	1,569,100	.13
Turkish.....	717,092	
Dutch.....	684,985	
Danish.....	606,696	
Jewish.....	563,555	
Swedish.....	431,074	
Argentinian.....	303,146	
German.....	216,595	
Polish.....	208,236	
Italian.....	114,368	
Armenian.....	34,601	
Hondurian.....	32,358	
Indo-Chinese.....	25,548	
Austrian.....	25,280	
Bulgarian.....	25,090	
Czech.....	24,250	
Belgian.....	22,774	
Cuban.....	11,400	
Norwegian.....	11,130	
Malayan Dutch.....	9,542	
Greek.....	9,370	
Brazilian.....	5,762	
Portuguese.....	5,665	
Nicaraguan.....	4,252	
Chilean.....	4,000	
Columbian.....	3,410	
Estonian.....	3,164	

(*) Data for the first quarter was not available at the source.—the Bureau of Customs. The figures are based on the nationality of the controlling interest of local firms as noted in import and export entries.

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