

Manila Hemp	1934	1933
	Bs.	Bs.
On January 1st.....	155,357	167,007
Receipts to date.....	186,121	153,388
Shipments to—		
U. K.....	67,439	35,150
Continent.....	29,004	29,202
U. S.....	57,086	24,665
Japan.....	53,341	71,262
Australia.....	4,330	2,027
Elsewhere.....	2,764	4,306
Local Consumption.....	4,000	4,000
	217,964	170,612

**LUMBER REVIEW**

By **ARTHUR F. FISCHER**  
Director of Forestry



The lumber situation at the close of 1933 presented a more favorable outlook than that prevailing at the end of 1932. This was due principally to increased demand in foreign markets. Inquiries from abroad, particularly the United States, United Kingdom, South Africa and Australia, continue being received, and it is gathered that actual business already booked

by most of the larger mills is sufficient to keep them running steadily for the next few months.

During the month under review, the amount of lumber and timber exported aggregated 9,099,040 board feet as compared with 3,215,616 board feet for the same period in 1932, or an increase of 183%. The demand in Japan for Philippine logs was very active. There were 5,724,848 board feet, mostly round logs, ship-

ped to that country during December as against only 2,376,520 board feet for the corresponding month the previous year. Japanese importers prefer to buy round logs than sawed lumber for three principal reasons: First, Japan has different standards from the English, commonly used, and consumers in that country naturally prefer to buy lumber manufactured according to their own standard dimensions. Second, there is very little waste in sawing logs in Japan as almost everything from sawdust to barks is utilized. And third, Philippine lauan logs are often manufactured in the said country into veneer and plywood. The November activities in lumber transactions with the United States market were maintained. This despite the taking effect of the "cost-protection" prices under the lumber code, which in the case of Philippine mahogany are generally considered too high by local producers. It may, however, be rather early to expect definite developments from the new conditions created under the lumber code. Lumber shipments to the United States for December amounted to 1,479,336 board feet as compared with 80,560 board feet for the corresponding period in 1932, or an increase of 1736%. Shipments to Great Britain registered a slight decline of 4% over those for December of last year although as compared with the previous month they represented a considerable increase. Considering that there is usually a slackening in trading during the Christmas holidays in that country, the December shipments may be considered a fair showing. There was considerable increase in the demand by British Africa of Philippine timber during the month under review as compared with December of last year. The prospects of this trade, at least for the coming year, are bright as Gaboon mahogany stands in South Africa are said to have already receded so far into the interior that they have now about reached their limit for economic exploitation under present prices. As stated in a previous lumber review, Philippine lauans are displacing Gaboon mahogany in many instances not only because they are cheaper but because of their firmer texture.

There were 471,064 board feet of lumber and timber shipped to Australia during December as against none for the corresponding period in 1932. The present volume of trade with that country is, however, still below what it used to be in 1929. Business conditions in Australia seem to have already improved greatly, but the high emergency tariff imposed on Philippine lumber in 1930 remains as an obstacle to the full recovery of the trade with that country.

Transactions in the local timber markets have become slightly more active due to the fact that this is now the building season. Price for Ipil in Manila has gone up a little. Further increase is expected during the next few months as stocks are running low. Calantas, which is used considerably in the manufacture of cigar boxes, has little demand at present as Mayapis, a cheaper wood, is in many cases being used for the purpose.

Lumber deliveries continued to exceed production. Despite increased production of the mills, lumber inventories at the end of December, 1933, declined about 15% as compared with inventories at the close of the previous year.

The following statements show the lumber and timber exports, by countries, and the mill production and lumber inventories for the month of December, 1933, as compared with the corresponding month of the previous year.

Lumber and Timber Exports for December

Destination	1933	
	Board Feet	Customs-Declared Value
Japan.....	*5,724,848	₱ 87,502
United States.....	1,479,336	94,155
China.....	720,800	38,380
Australia.....	471,064	10,797
British Africa.....	414,248	22,886
Great Britain.....	256,520	23,123
Ireland.....	25,440	1,915
Portuguese Africa.....	5,936	717

(Turn to next page)

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Hawaii.....	848	155
Hongkong.....		
France.....		
Netherlands.....		
<b>Total.....</b>	<b>9,099,040</b>	<b>P 279,630</b>

Destination	1932	
	Board Feet	Customs-Declared Value
Japan.....	2,376,520	P 37,164
United States.....	80,560	6,883
China.....	259,488	10,850
Australia.....		
British Africa.....	72,928	6,183
Great Britain.....	267,968	18,866
Ireland.....		
Portuguese Africa.....		
Hawaii.....		
Hongkong.....	153,064	4,720
France.....	2,544	1,100
Netherlands.....	2,544	250
<b>Total.....</b>	<b>3,215,616</b>	<b>P 86,016</b>

NOTE:—\*This represents mostly solid log scale, that is, 424 board feet to a cubic meter.

For 46 Mills for the month of December

Month	Lumber Deliveries from Mills	
	1933	1932
December.....	12,204,599	9,838,961

  

Month	Lumber Inventory	
	1933	1932
December.....	21,489,945	25,175,629

  

Month	Mill Production	
	1933	1932
December.....	10,642,398	8,504,699

NOTE:—Board feet should be used.

**RAIL COMMODITY MOVEMENTS**

By M. D. ROYER

Traffic Manager, Manila Railroad Company



The volume of commodities received in Manila during the month of February, 1934, via the Manila Railroad are as follows:

Rice, cavans.....	204,508
Sugar, piculs.....	1,292,917
Copra, piculs.....	137,775
Desiccated coconuts, cases.....	16,574
Tobacco, bales.....	79
Lumber and Timber, Bd. Ft.....	558,900

The freight revenue car loading statistics for three weeks ending Feb. 3, 1934 as compared with the same period for the year 1933 are given below:

FREIGHT REVENUE CAR LOADING

COMMODITIES	NUMBER OF FREIGHT CARS		FREIGHT TONNAGE		Increase or Decrease	
	1934	1933	1934	1933	Cars	Tonnage
Rice.....	768	508	8,941	5,613	260	3,328
Palay.....	233	106	2,497	1,022	125	1,475
Sugar.....	1,746	1,344	50,063	38,746	402	11,317
Sugar Cane.....	9,705	10,902	186,039	215,591	(1197)	(29,552)
Copra.....	618	638	4,561	4,638	(20)	(77)
Coconuts.....	83	84	989	972	(1)	17
Molasses.....	226	95	0,703	2,803	131	3,900
Heup.....	2	4	13	67	(4)	(54)
Tobacco.....	3	4	17	3	3	17
Livestock.....	5	11	25	42	(6)	(17)
Mineral Products.....	232	244	3,180	3,336	(12)	(156)
Lumber and Timber.....	130	121	3,520	3,082	9	438
Other Forest Products.....	4	2	31	18	2	13
Manufactures.....	105	71	1,260	954	31	306
All others including L.C.L.....	2,104	2,224	12,675	16,454	(120)	(3,779)
<b>TOTAL.....</b>	<b>15,964</b>	<b>16,361</b>	<b>290,514</b>	<b>293,338</b>	<b>(397)</b>	<b>(12,824)</b>

  

SUMMARY						
Week ending January 20, 1934.....	5,333	5,165	94,084	92,012	168	2,072
Week ending January 27, 1934.....	5,291	5,800	93,467	104,519	(509)	(10,852)
Week ending February 3, 1934.....	5,340	5,396	92,763	96,807	(36)	(4,044)
<b>TOTAL.....</b>	<b>15,964</b>	<b>16,361</b>	<b>290,514</b>	<b>293,338</b>	<b>(397)</b>	<b>(12,824)</b>

NOTE:—Figures in parenthesis indicate decrease.

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