

REAL ESTATE SALES IN MANILA, 1949-1950

Prepared by the Bureau of the Census and Statistics

Note: A large percentage of 1945 sales and a diminishing percentage of 1496 sales, represent Japanese Occupation transactions not recorded until after liberation.

	1940	1941	1945	1946	1947	1948	1949
January	P 6,004,145	P 962,970	P 7,943,605	P 4,385,011	P 6,030,012	P 3,644,734	P 3,965,420
February	918,873	779,783	1,337,830	2,267,151	7,217,317	3,879,633	2,701,668
March	1,415,246	1,532,104	(?)	2,622,190	7,166,866	4,243,719	3,362,635
April	883,246	988,380	213,262	1,916,293	8,611,076	5,021,093	3,677,630
May	403,866	1,129,736	962,008	3,684,937	4,618,181	3,129,799	4,253,395
June	542,187	598,431	1,212,780	3,637,956	3,988,560	8,019,246	2,793,217
July	1,324,861	559,742	1,123,565	4,974,862	4,097,183	5,146,529	3,019,784
August	1,905,828	1,239,414	699,740	4,438,510	5,627,572	6,192,876	4,924,841
September	1,141,114	815,112	1,870,670	4,698,896	7,437,213	4,737,581	3,668,662
October	993,103	1,182,678	2,096,893	5,546,800	6,083,486	5,350,376	
November	938,416	858,235	2,555,472	3,340,384	4,177,054	3,046,287	
December	1,504,004	(?)	2,874,408	4,025,926	3,205,584	5,386,248	
TOTAL	P17,974,844	P10,647,285	P22,890,133	P45,537,914	P68,260,104	P57,798,121	P32,367,252

P1,897,454 of the suburban sales, or about one-half of the total.

Owners of commercial properties are somewhat concerned over the threat of broader import control restrictions, fearing that if wholesale and retail merchants dealing in imports are further restricted, many firms may be forced out of business. Apartment owners are also wondering whether more import control will cause an exodus of foreigners. As changes in the control regulations are still under study, the reaction of real estate owners seems to be one watchful waiting.

In general the tone of the real estate market is cheerful. Land values continue firm at about last year's transaction levels. Buyers are plentiful with a greater tendency to bargaining.

Port of Manila

BY MADOX BROWN
Luzon Brokerage Company

THERE has been a decline in waterfront activity during the past month proportionate to the drop in incoming cargo, due mainly to the restrictions of the Import Control which came into effect as from the beginning of the month. The number of vessels putting in at the piers has slackened off considerably and as a consequence the volume of business has shown a marked decrease.

The falling curve of the graph can be gauged approximately in a comparison of the past three months with regard to total arrastre charges, marking 20% of the gross collection of the Philippine Ports Terminal, which are as follows:

June	P173,103.80
July	164,143.65
August	163,037.07

Paradoxically, however, the total tonnage for August shows an increase over that of July. A breakdown of the figures shows:

July	
Total tons handled on piers	P144,821.735
Total tons handled at shipside	35,426.738
Total tons for July	180,248.473
August	
Total tons handled on piers	P157,903.429
Total tons handled at shipside	36,502.259
Total tons for August	194,405.458

The apparent discrepancy in these figures can be explained in the fact that they include the amount of gasoline, kerosene, oil, cement, and rice coming into the country. The actual amount of purely commercial cargo, however, definitely shows a decrease.

As against the falling off in volume of business handled along the waterfront, there has been a decided improvement in handling conditions on the piers. Congestion, which has been the main bugbear in the past, it gradually being cut down and the work on the docks has been correspondingly easier. The improvement has been most noticeable on Pier 5, on which the greatest bulk of cargo is now being discharged since Pier 13 has been virtually closed down for repair. One shed has already been completed on Pier 5 and work has been started on the second shed. One-way traffic has been instituted and cargo is being shifted at a faster pace now that the snarled-up congestion of trucks has been brought under control.

Work is coming on fast on Pier 9, which is presently under construction. It is understood that this pier will be ready to start operating by the end of the year.

Pier 13 is presently under demolition and will be rebuilt entirely, the same as Pier 9. At the present time, only one ship at a time is allowed alongside this pier for unloading and loading.

LABOR relations along the waterfront have been moderately peaceful during the past month. There was a short strike of the Checkers, which fortunately lasted only half a day. The case was immediately referred to the Court of Industrial Relations, which ordered the men back to work. The point at issue involved the matter of payment, the steamship companies desiring to pay the men individually while the Union insisted on the Checkers being paid through the Union. The question is still up for arbitration and no definite ruling has as yet been issued.

ONE bright feature has been the result of the campaign instigated by the Philippine Chamber of Commerce aimed at getting an improvement in the quality of packing for incoming cargo, especially cargo coming from the United States. This campaign had its origin in the visit of several representatives of the San Francisco Chamber of Commerce to Manila last year for a trade conference held under the auspices of the Philippine Chamber of Commerce. Among other issues decided at this conference was

BUILDING CONSTRUCTION IN MANILA: 1936 TO 1949

Compiled by the Bureau of the Census and Statistics from data supplied by the City Engineer's Office.

MONTH	1936 (Value)	1937 (Value)	1938 (Value)	1939 (Value)	1940 (Value)	1941 (Value)	1945 (Value)	1946 (Value)	1947 (Value)	1948 (Value)	1949 (Value)
January	540,030	426,230	694,180	463,430	1,124,560	891,140	—	1,662,245	3,645,970	6,571,660	4,807,320
February	720,110	479,810	434,930	1,068,950	1,025,920	487,790	—	2,609,170	3,270,150	6,827,005	7,286,630
March	411,680	396,890	1,300,650	662,840	671,120	641,040	—	3,040,010	3,398,910	7,498,560	8,100,700
April	735,220	659,680	770,130	1,029,310	962,420	408,640	462,020	3,125,180	8,295,640	7,370,292	5,558,245
May	400,220	670,350	1,063,570	1,139,560	740,510	335,210	1,496,700	3,964,460	5,564,870	8,570,410	5,070,380
June	827,130	469,360	754,180	809,670	542,730	418,700	2,444,070	3,904,450	5,898,580	10,217,840	4,809,250
July	302,340	691,190	756,810	495,910	357,680	609,920	1,741,320	3,062,640	9,875,435	7,771,487	4,601,450
August	368,260	827,660	627,790	622,050	661,860	306,680	1,418,360	4,889,640	7,428,260	7,568,950	4,150,280
September	393,100	777,690	684,590	554,570	590,380	530,830	1,015,250	7,326,670	7,770,310	7,095,860	4,952,660
October	663,120	971,780	718,190	645,310	738,700	699,040	639,030	4,630,550	6,747,240	5,368,800	
November	460,720	320,890	972,310	461,580	485,100	315,930	1,364,310	4,373,390	7,088,283	3,424,125	
December	648,820	849,160	503,230	1,105,910	333,490	67,553	1,605,090	5,034,600	4,924,320	4,507,580	
Annual											
TOTAL	P 6,170,750	P 7,530,690	P 9,280,560	P 9,053,250	P 8,234,460	P 5,692,273	P 12,186,150	P 47,526,905	P 73,907,248	P 82,792,569	P 49,336,915
Average	P 514,229	P 627,557	P 773,380	P 754,438	P 686,205	P 474,356	P 1,015,513	P 3,960,576	P 6,158,937	P 6,899,381	P 5,481,879

the decision to interest exporters in the United States in improving the packing of merchandise sent to the Philippines. According to various advices received from the Secretary of the San Francisco Chamber of Commerce, the campaign has been pushed in the United States and some apparently good results have been obtained. A questionnaire is presently being circularized among local customs brokers and local importers with the idea of determining whether there has been any resultant improvement in packing.

Judging from the answers that are beginning to come in, the results are in the main satisfactory.

The efforts of the Philippine Chamber of Commerce in this direction are to be highly commended. The type of packing for merchandise being sent here from the United States has been totally inadequate to meet the conditions prevailing on the piers since the war. It was especially noticeable that the type of packing for merchandise coming from the United States was far inferior to the packing that emanated

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from Europe, and especially Great Britain. The percentage of smashed and Bad Order cargo arriving from the United States was out of all proportion to that coming from the European countries.

As a direct consequence, there was a very high rate of pilferage of this merchandise and an unnecessary loss of time and money was imposed on the local importers. Added to which, laborers on the piers worked under insuperable difficulties in their endeavors to save as much of the broken cargo as possible for the unfortunate importers. With an improvement in packing, the pilferage on the docks will be cut down greatly and at the same time work will be vastly simplified.

AT the time of writing, speculation is rife along the waterfront as to the possible effect of the devaluation of the Pound Sterling on local imports and exports, but it is obviously too early to be able to hazard any kind of an accurate guess as to what the effects will be. A crystal ball might be of some help, but incoming cargoes have so far been singularly lacking with regard to this particular commodity.

Ocean Shipping

By F. M. GISPERT

Secretary, Associated Steamship Lines

THE general trend of increased total exports was maintained during the month of August, as compared with August last year, due mainly to an increase in ore exports over last year.

Ninety-seven vessels during last August lifted

162,829 tons, as against 84 ships and 107,825 tons during August last year.

Exports of the main commodities during August of this year, as compared with the same month last year, are as follows:

	1949	1948
Alcohol	27 tons	108 tons
Coconut, desiccated ..	8,090 "	8,801 "
Coconut oil	5,300 "	3,095 "
Concentrates, copper	2,924 "	127 "
Concentrates, gold	520 "	41 "
Copra	62,190 "	37,114 "
Copra cake/meal ..	6,541 "	2,215 "
Embroideries	133 "	138 "
Empty cylinders ..	235 "	244 "
Fish, salted — dried ..	43 "	3 "
Furniture, rattan ..	251 "	511 "
Gums, copal	50 "	86 "
Hemp	33,108 bales	32,402 bales
Hemp, knotted	14 tons	1 tons
Household goods ..	166 "	97 "
Junk, metal	380 "	8,557 "
Kapok	25 "	74 "
Logs	3,497,563 board feet	1,241,330 board feet
Lumber	1,072,748 "	1,651,839 "
Molasses	504 tons	—
Ores, chrome	26,000 "	15,500 tons
" iron	25,052 "	—
" manganese	1,000 "	—
Pineapples, canned ..	3,976 "	1,017 "
Rattan, Palasan ..	28 "	179 "
Rope	288 "	362 "
Rubber	71 "	146 "
Shells	34 "	25 "
Skins, hides	41 "	18 "
Sugar, raw	3,398 "	15,105 "
Tobacco	319 "	—

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