

Ocean Shipping and Exports

By E. H. BOSCH
Secretary-Manager
Associated Steamship Lines

2. Necessary Customs personnel should be assigned to take care of essential services, particularly the processing of entry permits.

3. Steamship companies should be enjoined to submit to our Operations Director vessels' hatch lists, if possible, at least 12 hours prior to ships' arrival, to enable pier personnel to prepare stowage plans, the sheds, and necessary equipment and labor for incoming cargo.

4. The pier sheds should be used only as intransit sheds and not as storage warehouses and, therefore, after the free storage period, cargo should be ordered transferred by the Bureau of Customs to A. C. Esguerra Bonded Warehouse. Even before the expiration of the free storage period, if warranted to avoid congestion or danger of congestion, transfers should also be effected, provided that if released from the ACE Warehouse within the free storage period, the same should be free from storage charges in accordance with existing regulations.

5. The work for the complete rehabilitation of Pier 7 should be expedited to afford additional berthing and tonnage space; Pier 5 should also be completely rehabilitated and made available for commercial use in case of necessity.

6. Importers or brokers should be requested to furnish, whenever possible, advance information covering the following day's delivery in order to avoid unnecessary delays and to enable Delbros to locate cargo and prepare the necessary men and equipment for immediate and expeditious deliveries. This advance information will greatly help the arrastre contractor in the daily forecast of requirements.

7. Harbor Police stationed at the pier gates should be instructed to control trucks entering the piers. Trucks without the necessary approved delivery permits should not be allowed to come in. Unauthorized personnel should not be allowed inside the pier premises. Loaded trucks with approved gate passes should leave the pier premises immediately to make room for incoming trucks.

8. Existing regulations prohibiting truck helpers to enter the sheds should be enforced strictly to avoid hampering of operations inside the sheds.

9. With the cooperation of brokers' "personeros" indicating what particular portion of cargo is to be taken delivery of, deliveries will be further expedited. Brokers' and importers' representatives are also urged to make maximum reference to the posting and index books in the Pier Superintendent's office to determine if a particular shipment has already been landed and its location in the shed. There are 16 delivery foremen and a force of reserve foremen, in addition to a normal strength of supervisors, to further facilitate sorting and location of cargo and for greater supervision of delivery operations.

10. Whenever warranted by the exigencies of the service, all Customs gates will be opened to expedite flow of cargo trucks.

11. When all outside stowage areas within the pier premises are filled with cargo, the space immediately outside of the pier fence should be used for open stowage; the vacant lot in front of Pier 11 could also be used for outside stowage if necessary.

THE problem of the onion shipments on the piers is causing no little inconvenience to waterfront interests. The thousands of crates, undelivered due to certain legal difficulties, occupy sizeable space in the pier sheds which could be better utilized to accommodate incoming shipments.

IN coordination with Customs and NARIC personnel, dockworkers of the Associated Workers Union under contract with the Arrastre Contractor set a new record in the expeditious handling of cargo when they discharged and delivered in less than three days 5,000 tons of NARIC rice which arrived on the S.S. *Johannes Maersk* to alleviate the rice scarcity in the city and provinces. The pier-side discharge and delivery of the rice insured a minimum loss through reduced handling.

TO prevent inconvenience, local importers are advised that a new ruling has been laid down by Customs authorities that imported goods bearing no marks of origin will be seized. This is to frustrate the infiltration of Communist goods such as those coming from Red China and Communist-held areas.

TONNAGE HANDLED IN THE PORT OF MANILA

Month	Dockside	Shipside	Bulk
January, 1954	103,878	23,192.18	44,402
February	82,853	26,547.24	41,105
March	100,161	17,124.15	101,596
April	110,764	26,425.19	86,971
May	115,203	33,824.17	97,825
June	105,589	18,578.15	69,818
July	79,671	28,374.26	96,407
August	81,199	21,621.17	69,418
September	99,744	28,828.01	69,417
October	119,000	31,095.00	52,189

TOTAL exports during the month of September this year showed a decrease of 26,220 tons over exports during September of last year. The reduction was due mainly to a decrease in the export of logs.

136 vessels lifted 419,500 tons of exports during the month, as against 445,720 tons lifted by 158 vessels during the same month last year.

Exports during September, 1954, as compared with exports during September, 1953, were as follows:

Commodity	1954	1953
Beer	408 tons	46 tons
Cigars and cigarettes	13 "	15 "
Coconut, desiccated	6,323 "	5,209 "
Coconut oil	7,663 "	7,080 "
Concentrates containing copper, gold, silver, lead, and zinc	628 "	619 "
Concentrates, copper	18,125 "	—
Copra	73,188 "	63,552 "
Copra cake/meal	8,573 "	6,179 "
Embroideries	512 "	355 "
Empty cylinders	84 "	420 "
Fish, salted	13 "	—
Furniture, rattan	547 "	590 "
Glycerine	126 "	369 "
Gums, copal	172 "	107 "
Hemp	75,911 bales	59,087 bales
Hemp rugs	115 tons	15 tons
Household goods and personal effects	476 "	391 "
Junk, metal	1,144 "	—
Logs	38,221,503 bd.ft.	63,967,104 bd.ft.
Lumber	4,947,055 "	6,045,130 "
Molasses	31,528 tons	9,826 tons
Nuts, peanuts	40 "	—
Ores, chrome	48,882 "	43,479 "
Ores, iron	93,555 "	110,674 "
Pineapples, canned	1,441 "	5,876 "
Plywood and plywood products	124 "	—
Rattan, round (palasan)	245 "	247 "
Rope	366 "	356 "
Shell, shell waste	45 "	61 "
Skins, hides	78 "	83 "
Sugar, cent./raw	22,002 "	33,220 "
Sugar, refined	449 "	—
Tobacco	1,854 "	212 "
Vegetable oil	28 "	26 "
Veneer	43 "	45 "
Transit cargo	73 "	—
Merchandise, general	1,181 "	308 "

Freight Car Loadings

By JOSE B. LIBUNAO
Traffic Manager, Manila Railroad Company

LOADINGS of revenue freight during the month of September, 1954, totaled 2,487 cars. This was an increase of 77 cars, or 3.44%, over the loadings during September, 1953, of 2,410 cars. The increase was due to increases of 327 cars in the first district, 30 in the third district, and 46 in Manila, offset by decreased loadings of 110 cars in the fourth district, 188 in the fifth district, and 25 at the North Harbor. (The districts referred to are the five sections into which the railroad system has been divided for the purpose of operating supervision).

Group Commodities	September — Tonnage	
	1954	1953
Products of agriculture	6,060	3,600
Animal products	257	750
Products of mines	1,020	1,297
Products of forests	4,986	12,231

Products of manufactures	29,896	19,312
Merchandise less than by carload	6,641	13,387
Total	48,860	50,577

In this review, 46 items were treated, 26 registering an increase of 14,141 tons, and 20 items a decrease of 15,858 tons, resulting in total aggregate decrease of 1,717 tons. The principal items which accounted for the increased tonnage were: cement, 7,407 tons; beverages, 1,873 tons; rice, 1,073 tons; copra, 654 tons; fertilizer, 536 tons; iron and steel products, 494 tons; and wine, liquor and beer, 380 tons, or an aggregate increase of 12,417 tons. The principal items responsible for the decreased tonnage were: merchandise in less than carload lots, 6,746 tons; lumber, 6,407 tons; gasoline, 854 tons; wood fuel, 722 tons; live-stock, 376 tons; and stone, sand, and gravel, 350 tons, or an aggregate decrease of 15,455 tons.

The increase in tonnage was primarily due to the shipments of cement from the Bacnotan plant of the CE-POC, with a daily tonnage of some 8,000 bags. There was also the shipment of rice by the NARIC which moved by rail in greater quantities, as compared with greater movement by highway in previous periods, despite of the higher charge. There was more exportation of copra because of slight improvement in price. Fertilizer continues to find increasing users.

It should be noted that while the carloadings showed an increase of 77 cars, there was a decline of 1,717 tons in the tonnage carried.

The decrease caused by merchandise in less than carload lots was because of the decline in many imported items and the curtailment in distributive activities in the retail field, this slowing down business transactions. The slow flow of goods from Manila may also be attributed in part to the delay in the release of public works funds, weakening the buying power of people in the provinces.

There was furthermore a contraction in the grant of credit to many alien retailers.

The following month may show greater activity.

Mining

By HENRY A. BRIMO
President

Philippine Gold Producers Association, Inc.

THE following figures compare the production records of our seven gold mines which were in operation during the first 9 months of 1953 and 1954:

	JANUARY-SEPTEMBER, 1953		
	Tons Milled	Ounces Produced	Total Market Value
Baguio Gold Mining Company	92,032	22,757	₱ 2,347,451
Balatoc Mining Company ..	372,266	66,184	6,743,412
Benguet Consolidated Mining Co.	387,272	76,683	7,788,497
Itogon Mining Company ...	137,314	30,654	3,161,081
San Mauricio Mining Company	83,033	40,063	4,133,568
Surigao Consolidated Mining Co.	123,475 dredged	37,142	3,886,440
Coco Grove, Incorporated ..	1,303,982 cu. yds.	4,947	509,220
Totals	1,195,391**	278,431	₱28,569,668

	JANUARY-SEPTEMBER, 1954		
	Tons Milled	Ounces Produced	Total Market Value
Baguio Gold Mining Company	101,489	22,180	₱ 2,383,839
Balatoc Mining Company	386,195	66,924	7,117,166

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