

Inter-Island Shipping

By G. F. VANDER HOOFT

Manager, Everett Steamship Corporation

IT has been repeatedly mentioned in previous articles in this column that there was an urgent need for carrying out certain improvements in the North Harbor in order to build up facilities much needed in inter-island shipping. It may now be stated that coastwise operators are viewing with satisfaction the fact that some of their recommendations are being heeded.

Financed by both the Philippine Government and the U.S. Public Roads Administration, is the work now being done of asphaltting the roadways running across all the North Harbor piers, as well as the roads in front of Piers 4 and 8. It is regrettable, however, that the presence of some houses on Asuncion Street is retarding the completion of this project, the removal of which would enable connection of Asuncion Street with the new road leading straight to Pier 4 and to the road across all the North Harbor piers.

For about two weeks now the dredge *Barth* of the Bureau of Public Works has been dredging the North Harbor bay and dock areas. When dredging is completed, vessels will be able to come in and sail fully loaded at any time of the day, irrespective of the tide. This will be a great improvement over the present condition of the North harbor, and one which operators of larger vessels have been anxiously awaiting.

It is hoped that the various other recommendations will be carried out for the best interests of the public and the inter-island services.

During the past month and a half, considerably more tonnage was moved from Manila to the various ports in

the provinces, than formerly. This may be attributed principally to the opening of the school season, and to the passage of legislation increasing taxes on luxury items, which have been sold in advance of the effective date for the new taxes.

Air Transportation

By V. A. BRUSSOLO

Vice-President, Philippine Air Lines

THE month of June, 1948, has become memorable in the history of the aviation industry in the Philippines. Legislations have been passed by the Philippine Congress and Senate and finally signed by the Chief Executive affecting aviation. Foremost in significance and scope is a Bill creating the National Airports Corporation, whereby all government-owned airfields in the Philippines, with the exception of military fields, are taken over by the newly-created Corporation headed by Jesus A. Villamor as General Manager. Another Bill concerning the Civil Aeronautics Administration and its airways and communications divisions, is pending the President's signature.

By far the most important "aviation" event is the inauguration of the new terminal building at the Manila International Airport. Formerly known as Nichols Field, this airport was turned over to the Philippine Government on January 6, 1948, in the wake of typhoon "Jean" which left the old terminal building as well as 80% of the other buildings and installations in ruin.

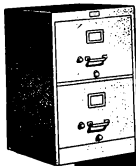
Six months after the turnover date, Nichols Field has assumed all the aspects of a commercial airport with facilities equal to the best in the United States and better than

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in any other airport in the Orient. The remodelling of the terminal building was designed by Mr. Manuel A. Tavarez, head of the technical staff of the National Development Company. Bringing into play his experience in the building of other airport terminals in the United States, particularly the Detroit National Airport, Mr. Tavarez has designed a building that is both functional and decorative.

The administrative and business staffs of the Manila International Airport, now the National Airports Corporation, have exploited every possibility for business and increased airport revenues. There are presently four restaurants at the Manila International Airport, three for airline and government employees, and a swanky air-conditioned combination bar-restaurant-soda fountain for passengers, guests, and the general public. The terminal building also has concessions for air-conditioned barber shops, Filipino and Chinese curio shops, drugstore, radiogram services, travel bureaus, coin-operated machines, a photo studio, watch and jewelry shop, etc. All the concessions are now operating at the Manila International Airport and 400,000 flying passengers, their guests, visitors, and the general public are expected to keep these concessions going on a profitable basis for both the concessionaires and the Airport.

The initial success at the Manila International Airport has opened new possibilities for outlying airfields. A commercial plan on proportional scale is being drafted for airports at major points such as Cebu, Iloilo, Davao, Zamboanga, Bacolod, and Baguio. The business development of these airports will to a great extent minimize the losses which the National Airports Corporation is bound to suffer.

If the Manila International Airport had operated as a single entity as originally planned, there is no doubt that it would have been one of the very few airports in the world operating on a profitable basis. With its absorption into the National Airports Corporation, the Manila International Airport will have to support the rest of the airports throughout the Philippines, the accounts of which will be in the red for many years to come.

Considering the best interests of safety, public service, and national security, the National Airports Corporation, for all the deficits it will incur, still represents a great stride forward in Philippine aviation which places the country on the same level with leading nations of the world and far ahead of any other nation in the Far East.

Land Transportation (Bus Lines)

By L. G. JAMES

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SEVERAL months ago the Public Service Commission issued an order fixing June 30, 1948, as the ultimate date upon which pre-war operators might complete the registration of new vehicles to the number authorized under their respective pre-war certificates of public convenience. As previously stated in this column, the plight of operators of public land-carrier services is a precarious one, resulting from the granting of temporary operating rights to practically all applicants, whereby the highways of the country have become crowded with public utility vehicles of every description.

In many areas, the quantity of public transportation on the roads far exceeds the normal public requirement. Under such circumstances, the pre-war operator, discouraged by falling revenues and ruinous competition and by the lack of ready financial resources with which to effect complete rehabilitation of his operations, has in general

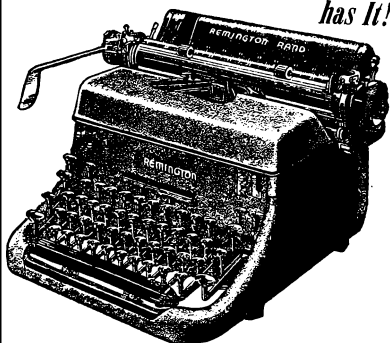
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