

## BUILDING CONSTRUCTION IN MANILA: 1936 TO 1948

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)
January.....	P540,030	P426,230	P694,180	P463,430	P1,124,550	P891,140	—	P1,662,245	P3,645,970	P6,571,660
February.....	720,110	479,810	434,930	1,063,050	1,025,920	467,790	—	2,509,170	3,270,150	6,827,005
March.....	411,680	396,890	1,300,650	662,840	671,120	641,040	—	3,040,010	3,398,910	7,498,560
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
May.....	400,220	670,350	1,063,570	1,139,560	740,510	335,210	1,496,700	3,968,460	5,564,870	8,893,690
June.....	827,130	459,360	754,180	809,670	542,730	418,700	2,444,070	3,904,450	5,898,580	
July.....	302,340	691,190	756,810	495,910	357,680	609,920	1,741,320	3,062,640	9,875,435	
August.....	368,260	827,660	627,790	622,050	661,860	306,680	1,418,360	4,889,640	7,428,260	
September.....	393,100	777,690	684,590	554,570	590,380	53,0830	1,015,250	7,326,570	7,770,310	
October.....	363,120	971,780	718,190	645,310	738,700	699,040	639,030	4,630,550	6,747,240	
November.....	460,720	320,890	972,310	461,580	485,100	315,930	1,364,310	4,373,390	7,088,283	
December.....	648,828	849,160	503,230	1,105,970	333,490	67,553	1,605,090	5,034,600	4,924,320	
TOTAL.....	6,170,750	7,530,690	9,280,560	9,053,250	8,234,460	5,692,273	12,186,150	47,526,905	73,907,248	37,161,207
Annual Average..	514,229	627,557	773,380	754,438	686,205	474,356	1,015,513	3,960,575	6,158,937	

Total exports continued to show an increase over 1947 figures. During June of this year 84 vessels lifted 150,881 tons, as against 63 vessels and 95,993 tons for June last year.

Figures of the most important commodities for June, 1948, as compared to June, 1947, are:

	1948	1947
Cigars.....	6 tons	6 tons
Desiccated Coconut.....	6,498 "	4,331 "

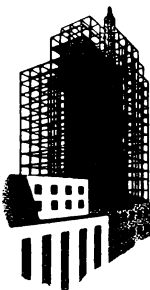
Coconut Oil.....	2,508 "	1,358 "
Copra.....	49,490 "	29,000 "
Copra Cake.....	3,813 "	1,907 "
Hemp.....	47,786 bales	69,022 bales
Logs and Lumber.....	1,920,468 board feet	—
Ores.....	18,574 tons	20,000 tons
Rope.....	346 "	357 "
Sugar.....	21,093 "	—
Tobacco.....	5 "	172 "

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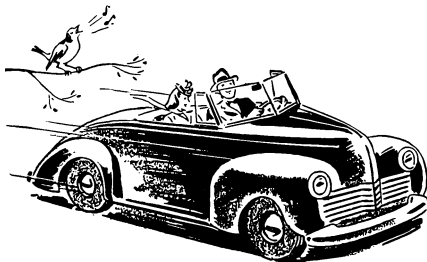


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MANILA

## Port of Manila

By CHARLES PARSONS  
*Luzon Stevedoring Company, Inc.*

**T**HE Port of Manila is at the present time handling a stepped-up amount of cargo due chiefly to the fact that the roadways within the Port Area have been finished. This makes it possible not only for the brokers' trucks to make more trips per day, but to use means of cargo-handling — such as towmotors, dockmules, and other type of equipment, which previously could not be used even between one pier and another. In June the Port of Manila handled close to 182,000 tons of commercial cargo, including shipside delivery over the piers. To this may be added approximately 150,000 tons for the Army over Piers 1, 3, and 5, all of which, of course, went through the Port Area establishment.

By comparison with the pre-war average of from 60,000 to 70,000 tons and a peak of around 85,000, it will be seen that in spite of the present still dilapidated condition of the piers and the slowness with which rehabilitation has gone forward, the Port is working at high pressure in delivering cargo. The amount of cargo coming into the Port has been increasing regularly because of the growing availability in larger amounts of construction material, especially cement, during the past months. Consumer cargo has gone downward to a slight degree, but this has been more than covered by increased tonnage in building material, machinery, and other types of supplies which have been in short supply.

The reconstruction work on Pier 9 is progressing according to plan, and by the end of 1949 it should be possible to use a section of it for civilian cargo. This will be the first pier to be rehabilitated in the South Harbor and will represent then the first return to normal handling conditions.

During the month of July, San Fernando was made an open port. Ocean-going vessels may now discharge cargo there. The Port of Aparri, which has been but slightly used since the date of its opening, was closed and the Customhouse there transferred to San Fernando.

The opening of San Fernando will give a boost to importers of the Baguio region as it is believed that increasing amounts of cargo destined for Baguio will be landed at that port to avoid the congested harbor of Manila and the additional cost of the overland haul. The first imported cargo landed at San Fernando was a shipment of cement.

During the month, the Bureau of Public Works started dredging a deep-water anchorage within the Manila breakwater, so that vessels drawing more than 30 feet, which heretofore were required to anchor 2 to 3 miles off the breakwater, will shortly be able to enter and remain at anchor within it. This will be of special importance to large tankers which invariably draw from 31 to 35 feet upon arrival at Manila. Inconvenience and extra expense in landing gasoline has long been caused by the fact that these tankers have to anchor well away from the breakwater until a portion of their cargo has been discharged. Upon arrival during bad weather, or during weather which does not permit them to discharge within the breakwater at all, they sometimes have to wait for as much as two weeks.