

1953-1954 PRIVATE BUILDING CONSTRUCTION IN MANILA

	1953		1954	
	No.	Value	No.	Value
January	475	P3,742,310	408	P3,825,955
February	528	4,299,776	536	5,324,500
March	555	5,172,855	411	3,869,670
April	516	4,123,120	447	2,628,820
May	554	7,204,600	413	2,543,360
June	456	5,578,290	411	5,763,650
July	402	7,091,415	349	2,314,355
August	314	2,980,460	326	2,138,790
September	432	5,394,820	349	2,314,335
October	464	3,659,340	341	3,142,440
November	345	3,704,580	305	3,013,465
December	347	2,369,675	281	1,823,750

Total P55,321,241 P38,703,090

The decline in construction-volume can be attributed to the fact that most of the new industrial plants being established are situated outside the city where land values are cheaper, transportation accessibility is easier, and taxes are lower.

Besides the projects authorized by the City during the month of December, there are several big construction works for the Government and for semi-government entities in progress during the period under review for which no building permits are necessary. The Boy Scout Headquarters, costing P500,000, is being erected at the former site of the U. S. 31st infantry Headquarters. Across the street from the City Hall is the Government Service Insurance System Building, which, according to estimates, will cost P4,000,000.

Prices of essential building items remained firm during the period under review, but with a tendency to go up if the threat of war in Asia continues.

Some traders feel that the Government should stockpile materials which cannot be manufactured locally, like plumbing fixtures and steel products.

Arrastre Service, Manila

(Port Terminal Service)

By FRANCISCO DELGADO

General Manager, Delgado Brothers, Inc.

TONNAGE handled over the piers in the Port of Manila for the month of January, 1955, 115,469.23 tons, was slightly lower than that for the month of December, 1954. It would have been higher if the port authorities had not followed a more liberal policy in approving shipside-delivery of cargoes not included in the list of items normally discharged at shipside. This was resorted to to prevent possible congestion on the piers.

During the first few weeks under review, the frequency of arrival of heavily-laden vessels was noticeable, and receiving and delivery operations were quite active. There was, however, a marked slump in operations during the last week of the month. A total of 124 vessels called at the Port of Manila in January, 1955, compared to 118 vessels that dropped anchor in December, 1954.

Port authorities have coordinated their activities in more vigorous efforts to rid the waterfront of undesirable elements. Rigid screening has been planned, and proper credentials will have to be presented by waterfront workers and others before they will be allowed to enter the Customs or piers zones. Recent reports in the local newspapers concerning arrests of pilferers, pickpockets, and smugglers along the Manila waterfront, prove the effectivity of the campaign.

Additional terminal handling equipment arrived recently for Delgado Brothers, Inc. for use in the Port of Manila. More is expected to arrive during the next few weeks. Orders have also been placed for aluminum baggage-handling equipment, of the latest type available in the United States, to help make the Manila passenger terminal service comparable to the better passenger terminals abroad.

TONNAGE HANDLED IN THE PORT OF MANILA

	Dockside		Shipside and Bulk	
	No.	Value	No.	Value
January, 1955	115,469.230		32,651.714	

Note: Figures for bulk cargo do not and, in succeeding reports, will not include gasoline and/or oil brought in by tankers which heretofore averaged 50,000 to 60,000 tons a month.

Ocean Shipping and Exports

By E. H. BOSCH

Secretary-Manager

Associated Steamship Lines

TOTAL exports during the year 1954 showed an increase of 137,439 tons over exports during the year 1953; 1,692 vessels lifted 5,090,954 tons of exports during 1954, as compared to 4,953,515 tons lifted by 1,634 vessels in 1953.

Commodities which registered sharp increases over the year 1953 figures were: hemp rugs, from 613 to 1,758 tons; junk metal, from 2,441 to 7,326 tons; plywood, from 78 to 1,298 tons; sugar, refined, from 1,364 to 6,030 tons; sugar, muscovado, from 981 to 3,099 tons; and transit cargo, from 1,226 to 3,921 tons.

Exports during the year 1954 as compared with exports during the year 1953 were as follows:

Commodity	1954	1953
Alcohol	81 tons	146 tons
Beer	5,635 "	6,516 "
Charcoal	36 "	22 "
Fiber, buntal	146 "	51 "
Cigars and cigarettes	249 "	222 "
Coconut, desiccated	50,876 "	52,272 "
Coconut oil	65,732 "	58,589 "
Concentrates containing copper, gold, silver, lead, and zinc	5,684	4,128 "
Concentrates, copper	77,415	43,018 "
Concentrates, gold	—	1,066 "
Concentrates, lead	—	2,819 "
Concentrates, zinc	—	954 "
Copra	758,002 "	592,267 "
Copra cake/meal	73,004 "	64,589 "
Embroideries	3,967 "	3,515 "
Empty cylinders	2,047 "	3,393 "
Fish, salted	124 "	205 "
Foodstuffs, canned	11 "	39 "
Fruits, fresh	1,320 "	1,313 "
Furniture, rattan	7,391 "	8,897 "
Glycerine	3,425 "	2,231 "
Gums, copal	1,502 "	921 "
Gums, elemi	77 "	61 "
Hemp	764,442 bales	847,649 bales
Hemp rugs	1,758 tons	613 tons
Household goods and personal effects	5,079 "	3,880 "
Junk metal	7,326 "	2,441 "
Kapok	132 "	73 "
Kapok seeds	—	104 "
Logs	517,666,523 bd.ft.	491,563,059 bd.ft.
Lumber	62,066,277 "	56,761,681 "
Molasses	205,385 tons	173,261 tons
Nuts, peanuts	445 "	—
Ores, copper	1,229 "	—
Ores, chrome	427,059 "	555,068 tons
Ores, iron	1,053,336 "	1,182,777 "
Ores, manganese	8,001 "	23,282 "
Pineapples, canned	34,278 "	80,915 "
Plywood and plywood products	1,298	78
Rattan, round (palasan)	2,837	2,688
Rice	6,636	2,334
Rope	4,174	4,239
Rubber	281	262
Shells, shell waste	951	613
Shell buttons	117	98
Skins, hides	481	1,183
Sugar, cent. raw	931,215	795,940
Sugar, refined	6,030	1,364
Sugar, muscovado	3,099	981
Tobacco	11,583	14,859
Vegetable oil	736	398
Veneer	564	376
Wine and liquors	6	34
Transit cargo	3,921	1,226
Merchandise, general	12,933	8,872