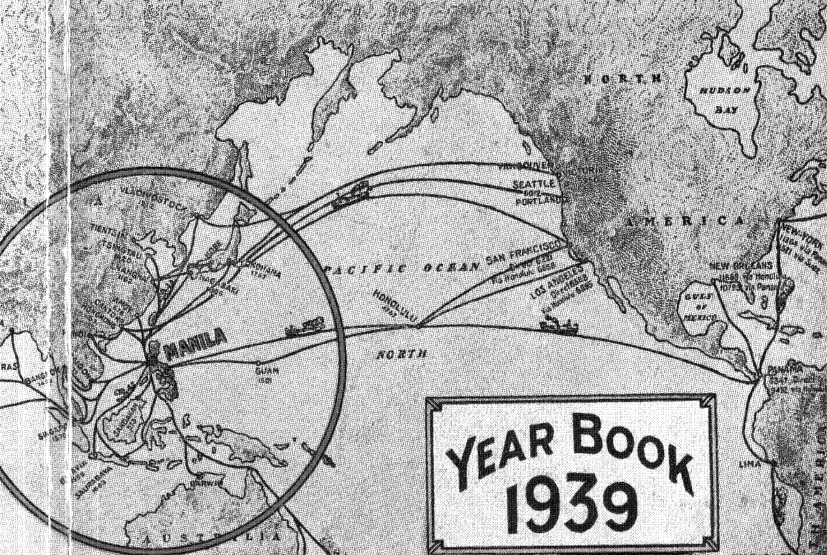


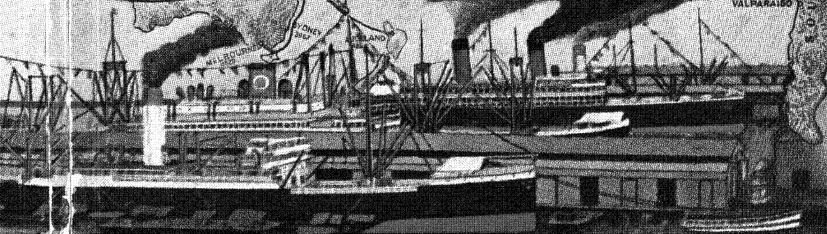
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PORT OF MANILA

TRADE CENTER OF THE PACIFIC



**YEAR BOOK
1939**

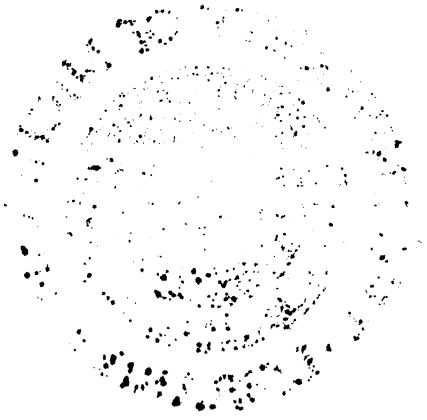




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PRESENTED
WITH THE COMPLIMENTS
OF THE
MANILA ARRASTRE SERVICE
BUREAU OF CUSTOMS
MANILA, PHILIPPINES



THIRTY OF LABOR GARDEN
PRESIDENT BUSHOR PLANTING RICE SEEDLINGS

PRESENTED
WITH THE COMPLIMENTS
OF THE
MANILA ARRASTRE SERVICE
BUREAU OF CUSTOMS
MANILA, PHILIPPINES



DIGNITY OF LABOR GLORIFIED
PRESIDENT QUEZON PLANTING RICE SEEDLINGS



A BIRD'S EYE VIEW OF THE PORT OF MANILA

The Port of Manila

COMMONWEALTH OF THE PHILIPPINES

1939

A YEAR BOOK
DEVOTED TO FOREIGN COMMERCE
AND SHIPPING OF MANILA
AND THE PHILIPPINES

CONTAINING ALSO

A BRIEF HISTORY OF CARGO HANDLING PLANT IN THE GOVERNMENT
PIERS AND WHARVES OF THIS PORT; PORT CHARGES, REGULA-
TIONS AND PORT FACILITIES; TRADE STATISTICS AND
LIST OF STEAMSHIP AGENCIES OPERATING
IN THE ISLANDS

Edited by
Mr. MELECIO FABROS
Administrative Assistant

PUBLISHED AND DISTRIBUTED BY THE
MANILA ARRASTRE SERVICE
BUREAU OF CUSTOMS
MANILA

GRAD

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Hon. MANUEL ROXAS
Secretary of Finance

EXECUTIVE OFFICERS OF THE MANILA ARRASTRE SERVICE
BUREAU OF CUSTOMS



Mr. GUILLERMO GOMEZ
Insular Collector of Customs



Mr. ALFREDO DE LEON
Insular Deputy Collector of Customs



Mr. MELECIO FABROS
Administrative Assistant

Mr. AGUSTIN L. MATHAY

Electrical and Mechanical In-
spector for all cargo-handling
equipment of the piers.

Mr. PEDRO N. DIMALANTA

Senior clerk.

FOREWORD

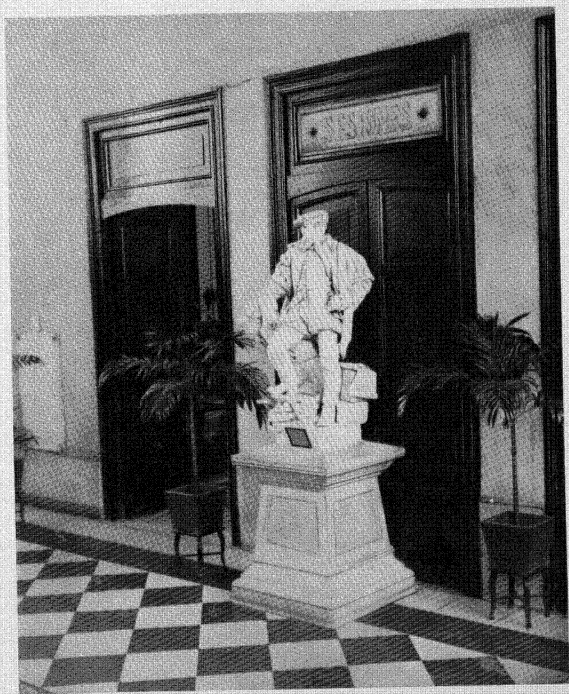


THE "Port of Manila" Year Book was published for the first time in the year 1924, and its publication had been continued up to the year 1936 when Mr. Lawrence Benton, then Comptroller of the Manila Harbor Board, who used to compile and edit the book for the Board, severed his connection with the service. The publication of the book was suspended in the following year due to the elimination of the appropriation to finance the cost of compiling and publishing it. The subsequent abolition of the Board and the reorganization of its functions as a result of the transfer of its powers and duties to the Bureau of Customs pursuant to the provisions of Commonwealth Act No. 285, which was enacted by the National Assembly on June 3, 1938, did not permit the early resumption of the publication. Under the new law and pursuant to Commonwealth Act No. 392, the Insular Collector of Customs, who is at the head of the customs service, assumed control of the functions of the defunct Manila Harbor Board through the newly created division, the Manila Arrastre Service, subject to the administrative control and supervision of the Department of Finance.

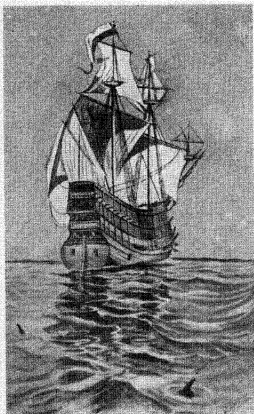
Upon the assumption of the powers and duties of the Board by the Bureau of Customs, many letters from former readers of the book requesting copies of new issues were found on office files. Hence, after securing an appropriation for the printing of the issue for the year 1939, the Insular Collector of Customs deemed it advisable to continue the publication for the benefit of those interested in the growth of the foreign trade of the Islands as well as in the proper solution of shipping and terminal problems.

The literature contained in the previous issues dealt generally with the growing foreign commerce of the Philippine Islands, the potential undeveloped agricultural and forest resources thereof, extensive public improvements, government reorganization, tourist attractions, port regulations, charges and shipping facilities of the various ports of entry, and some brief facts about the progress of the Philippines during the American régime. Those issues were set forth by historical and pictorial illustrations, with statistics of foreign commerce and a list of foreign steamship agencies operating in the Islands.

Matters treated herein had been more or less taken up in the previous publications, with the difference that up-to-date information concerning the vastly improved modern port facilities of the port of Manila are included in the present issue. It also treats with new subject matters, such as the history and origin of the cargo-handling plant in the government piers and wharves of this port, otherwise known as the "Arrastre Service", the statistics of foreign commerce missed by the readers of this book for the last three years, 1936, 1937 and 1938, air service of the Pan American Airways Company, progress made by the present contractor of the "Arrastre Service", and other matters which are of vital interest to shippers as well as to port and terminal authorities. The book is printed under the original cover design with the same title, and as heretofore, it will be distributed free to all its previous readers who manifested deep interest in the various subject matters herein treated.

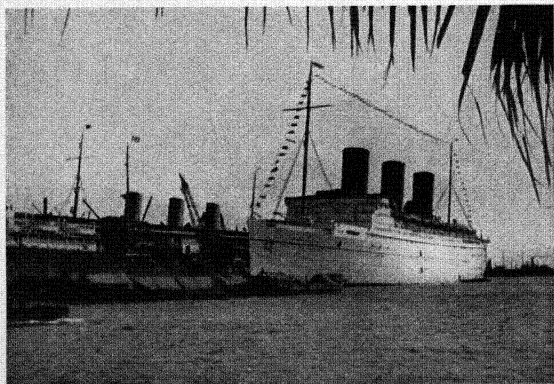


An statue of JUAN SEBASTIAN DEL CANO The first circumnavigator of the Globe, who was made captain of the "CONCEPCION"; one of the ships in the fleet of Ferdinand Magellan who discovered the Philippine Islands March 16, 1521.



THE SPANISH GALLEON

During the Spanish regime, 1715-1815



Modern tourist vessels and liners berthed on both sides of Pier No. 7

THE PORT OF MANILA

BRIEF HISTORICAL INTRODUCTION:

During the Spanish régime in the early days, Manila enjoyed a very limited trade. Its international commerce was restricted to a system called the "galleon trade with Mexico" which began about the year 1715 and lasted up to 1815 or for a period of 100 years. During that time the King of Spain employed at his expense only two ships which plied between the Philippine Islands and Mexico, and the privilege to take advantage of the existing meager transportation facilities was granted only to a few favorites, officials and others of the wealthy class. Under such circumstances the development of foreign commerce in the Islands remained more or less stagnant.

In the year 1830 Spain opened the Port of Manila to the markets of the world. Having been invited to engage in trade and to deal in Philippine products, foreigners began to establish business firms in the Islands. Agricultural development was thereby encouraged and many new industries began to spring up. Ports of entry were subsequently opened at Cebu, Iloilo, Zamboanga, and Sual in Pangasinan. However, the development of foreign commerce had been rather too slow until the opening of the Suez Canal in 1869 when the Islands were eventually linked with Europe through a much shorter shipping route. In the following 20 years, the value of foreign commerce doubled previous figures, and in 1889 the total value reached around thirty million pesos, twenty millions of which represented exports.

The development of Philippine trade by the Spanish administration ended upon the occupation of Manila by the Americans in the year 1898. A few years thereafter, Manila was once more thrown open to the foreign trade with a freer and more liberal economic system which resulted in a steady growth of domestic and foreign commerce. From the year 1899 to 1938, the foreign commerce of the Philippines reached an aggregate sum of ₱12,929,650,092, 60.30 per centum of which represented the total trade with the United States while 39.70 per centum represented that with all other countries.

TRADE UNDER THE COMMONWEALTH GOVERNMENT:

The overseas trade of the Philippines during the first three-year period under the Commonwealth régime amounted to ₱1,542,549,293



The Old Customhouse located near the Pasig River during the Spanish rule. It is seen at the right with an arch-shaped roof.



The new Customhouse Building, still under construction. It is located at the Muelle del San Francisco, a few meters from the Government piers.

of which P707,404,233 represented the imports and P835,145,060 the exports. The Philippine foreign trade during that period closed with a favorable balance of trade amounting to P127,740,827. About seventy-two per centum (72%) of our foreign trade was carried on with the United States which amounted to P1,099,478,660, of which P442,669,248 represented the imports and P656,818,412 the exports. Japan stood a poor second, the value of foreign trade carried on with this country being P141,430,283 of which P88,108,581 represented the imports and P53,321,702 the exports. Great Britain, Germany and Netherlands ranked next in the order named, the value of foreign trade being P44,180,751, P35,264,230 and P27,330,672, respectively.

THE ORIGIN OF THE ARRASTRE SERVICE OR THE CARGO-HANDLING PLANT ON CUSTOMS PIERS AND WHARVES AT THE PORT OF MANILA:

For more than 20 years of the American occupation of Manila, and even during the Spanish sovereignty, the Bureau of Customs had undertaken the task of receiving and handling incoming cargo from vessels and of turning it over to importers, as well as that of receiving outgoing cargo from the shippers for delivery to vessels in port. Such function of the Bureau was known as "the Arrastre Service."

During the Spanish rule, the work of receiving, handling and delivery of imported merchandise at the former Customhouse near the Pasig River had been under contract with P. D. Carman & Co., Ltd. The company established a cargo-handling plant on the Customs Wharf and premises, consisting of steam cranes for unloading cargoes from cascoes and lighters moored at the old Customs Wharf and of a narrow-gauge railway system on the wharf leading to the Customs warehouses in the vicinity. The charge for the service was \$1 Mex per ton.

On the September 23, 1903, the Philippine Government by virtue of Act No. 897, purchased the P. D. Carman Arrastre Plant for P29,000 in order to turn it over to the Bureau of Customs for operation. The initial sum of P10,000 was appropriated to be used in the administration of the affairs of the Arrastre service, and the Collector of Customs was given authority to fix a scale of arrastre charges sufficient to cover the expenses thereof and to retain the arrastre collection as permanent arrastre fund to be used exclusively for operation and maintenance expenses. On January 1, 1914, by virtue of the general appropriation Act for that year, and until the year 1922, the Customs Arrastre Plant had been operated with funds made available by annual legislative appropriation.



The Escolta, principal business district of Manila before the American occupation



(Courtesy of the American Chamber of Commerce)

A view of the Escolta in 1939, after 40 years of American occupation

HARBOR BOARD CREATED:

Taking into consideration the increasing cargo movements in the Port of Manila, and in order to operate the arrastre plant on a more efficient and economical basis to the satisfaction of importers, exporters, carrying vessels and the public in general, the Insular Collector of Customs secured the approval of Act No. 3002 which created the Manila Harbor Board, with specified powers and duties with respect to the handling of cargoes on all Government piers and wharves in the Port of Manila. The law as approved on March 7, 1922 authorized the Board to operate the Manila Arrastre Plant either by direct administration or by entering into a contract with a private individual, corporation or company for its operation and maintenance.

The Board was composed of five members drawn from men of thorough experience in shipping matters and were appointed by the Chief Executive of the Philippine Islands, serving without compensation for a term of four years, with the exception of the Insular Collector of Customs who was the permanent Chairman of the same.

BOARD'S ADMINISTRATION:

Executives and subordinate personnel were employed to carry out the powers and duties of the Board. Believing that the operation of the arrastre plant by private enterprise was more advantageous than by direct administration by the Board itself, it was resolved to lease the handling of cargo on the piers and wharves to a private corporation by a limited contract, subject, of course, to the immediate supervision of the Manila Harbor Board.

The Board when created was not provided with funds, for operating expenses, but depended solely upon its own fiduciary funds derived from its shares from the receipts realized by the contractor of the arrastre service in accordance with the provisions of the contract. From these sources of income it was able to purchase modern cargo-handling equipment costing around P50,000. Under its administration many improvements in the handling of merchandise in the government piers and wharves were introduced. Among them we might mention the fact that the Government was assured of an efficient, quick service to the public at fair and reasonable charges; that it was relieved from all responsibility for misdelivery of merchandise, which responsibility was assumed by the contractor; that carrying vessels as well as importers and exporters were greatly benefited by the efficient system of unloading and loading cargo at the piers on account of the use of the most modern equipment;

and that the public was fully guaranteed against loss or damage to merchandise while the same remained under the custody of the contractor by virtue of a bond duly executed for that purposes.

MANILA HARBOR BOARD ABOLISHED, FUNCTIONS RETRANSFERRED TO THE BUREAU:

Due to some reorganization of the Government shortly after the inauguration of the Commonwealth, the Manila Harbor Board, after existing for a period of about 16 years, was as stated elsewhere abolished by Commonwealth Act No. 285 on June 3, 1938. Notwithstanding its abolition, the Board's functions as provided in Act No. 3002 were turned over to the Bureau of Customs which, in turn, created a division, the Manila Arrastre Service, whose main function is to exercise direct supervision over the activities of the arrastre service in accordance with the law and the existing contract. The Insular Collector of Customs is now following more or less the same policy as that previously traced by the defunct Manila Harbor Board.

Upon the abolition of the Manila Harbor Board, it was able to turn over to the National Treasury the sum of P889,195.03.

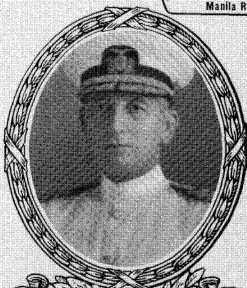
THE NEW OPERATOR OF THE ARRASTRE SERVICE:

Pursuant to a contract dated August 11, 1937 entered into by and between the old Manila Harbor Board and the Manila Railroad Company, the latter, through its division, the Manila Port Terminal, superseded the Manila Terminal Company, Inc. in the operation of the Government arrastre plant under the supervision of the personnel of the Bureau of Customs. The life of the present contract is for a period of three years, expiring on May 15, 1940, unless otherwise renewed or extended.

**EXECUTIVE OFFICERS OF MANILA PORT TERMINAL
(M. R. R. Co.), OPERATOR OF THE MANILA
ARRASTRE SERVICE**



Mr. JOSE PAEZ
General Manager
Manila Railroad Company

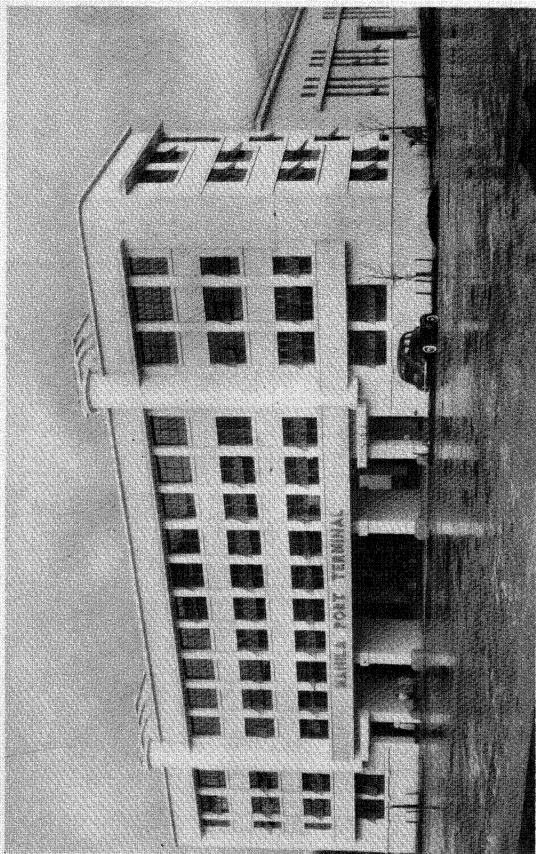


Capt. ENRIQUE RAZON
Manager



Mr. FERMIN FRANCISCO
Executive Officer

Mr. MIGUEL CATAUTAN, Asst. Superintendent, Pier No. 7
Mr. AGUSTIN DEL ROSARIO, Asst. Superintendent, Piers Nos. 3 and 5
Mr. VICENTE CARRERA, Labor Foreman
Mr. GABRIEL LLAMAS, Jr., Cashier
Mr. BRIGIDO SANTOS, Accountant



MANILA PORT TERMINAL BUILDING
(Offices and Warehouse)

OPERATION OF THE MANILA ARRASTRE SERVICE BY THE MANILA RAILROAD COMPANY

The Manila Port Terminal, a division of the Manila Railroad Company, has been operating the arrastre service in the Government piers at Manila since May 16, 1937. Previous to that date the work was handled by another concern under contract with the Manila Harbor Board.

In general terms the arrastre contractor enjoys exclusive use of the government piers and wharf for the receiving, handling, custody and delivery of all merchandise, import and export, which passes thereat. For the performance of said functions the contractor is privileged to use all the Government's cargo-handling equipment installed on the piers and wharf consisting of electric heavy-lift cranes, interior electric hoists, electric tractors, etc. In return for these privileges the contractor pays the Bureau of Customs one-half of all net profits realized from the operation of the business.

In addition to the handling of cargo passing over the piers and wharf, the contractor is also authorized to record or check all merchandise which may be delivered to the port of Manila at ship-side, and in general to furnish lighting, water and other incidental services that vessels berthing at the piers may require.

The Manila Railroad Company is bound unto the Philippine Government in the amount of ₱100,000 as a guarantee that the Manila Port Terminal shall efficiently perform all its duties as arrastre contractor, and shall promptly pay for all loss or damage to persons or property suffered on account of the negligence or carelessness of the contractor or its agents and employees.

The volume of merchandise passing through the port has been increasing yearly since 1933. In that year the total tonnage registered was 768,296 tons. By 1938, the first full year of operation by the Manila Port Terminal, the total had reached to 1,190,289 tons. Of the latter amount 998,500 tons were handled over the piers while 191,869 tons were checked or recorded at shipside. The big task of receiving, recording, handling, guarding, and delivering to their respective consignees all of this merchandise required the services of approximately 305 employees and clerks and an average of 750 laborers daily. The total expenses of the Manila Port Terminal during 1938 amounted to more than ₱850,000.

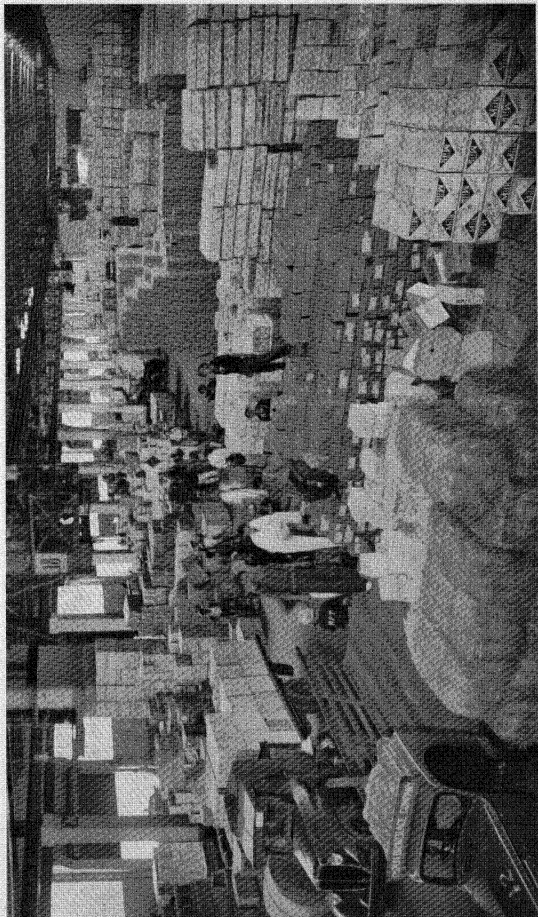
The unprecedented increase in the volume of cargo handled in the port necessitated the institution of several improvements in the method of receiving and delivering merchandise, and the acquisition of additional equipment for their handling. Deck space for the storage of cargo in the piers was also observed to be becoming more and more inadequate, and the Manila Port Terminal early in 1938 proceeded to construct across Pier 7 a combination office building and warehouse. This was finished in August of this year and was opened for use in the same month.

For some time after the Manila Port Terminal took over the arrastre contract, and, it has been reliably reported, for many years before that, the constant loss of cargo in the piers was a serious problem. The first step taken by the Manila Port Terminal to avoid such losses was to construct a special cargo "corral" in which to store all valuable cargo. Vessels are asked to furnish the contractor a list of all such cargo to be discharged. All packages in the list are segregated as soon as they are received on dock and sent straight to the special cargo "corral". By taking this special precaution over valuable cargo, the contractor was able to avoid serious losses.

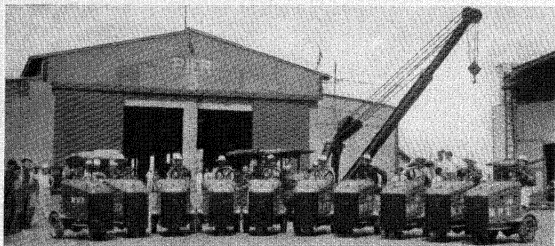
Another measure introduced in this direction was the subdivision of the piers into sections, each under the responsibility of one person. Cargoes are discharged from vessels into these sections and receipted for by the person in charge of each section. The sections are the custodians of the cargoes receipted for by them, and it is their responsibility to deliver every package to its rightful consignee. The head of the section is accountable for all packages lost or damaged while in the section, and for this purpose he is bonded in the amount of P2,000. By thus systematizing the handling of cargo in the piers, losses from theft or damage have been reduced to a minimum. Losses during the first twelve months after the introduction of the sections amounted to only 2 per centum of losses registered during the preceding twelve months.

In new equipment the Manila Port Terminal has invested approximately P80,765 which went for the purchase of 2 five-ton auto-cranes, 13 tractors and 136 trailers of the most modern type. The auto-cranes were acquired in 1937 for use in Piers 3 and 5. Work was handicapped in these two piers due to the lack of facilities for lifting heavy packages, and the purchase of 5-ton cranes greatly augmented the usefulness of these piers.

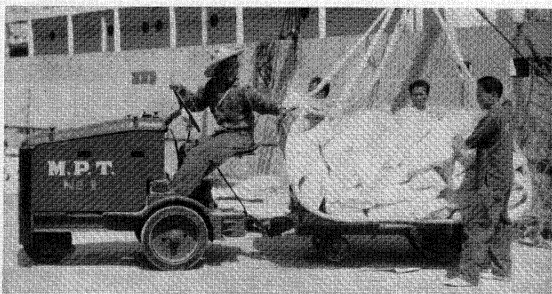
The tractors and trailers were acquired in June of this year and were designed to supplant the handcarts formerly utilized to move packages from the aprons to the shed of the piers. Since the



Interior view of Pier No. 7 and stacking cargo therein



Tractors and auto-cranes used by the Manila Port Terminal



Receiving import cargo from vessels



Other tractors ready to make delivery of cargo at moment's notice

arrival of these tractors and trailers the time necessary to unload a vessel has been cut down considerably, thus reducing both vessel's and wharf expenses. At the same time, breakage of cargo through rough or careless handling has been reduced.

The recently completed and opened Manila Port Terminal Building and Warehouse cost approximately ₱500,000. The office portion consists of four floors with a total floor area of approximately 2,000 square meters. Located in Manila's newest and most rapidly expanding business district, the building affords suitable offices for business houses.

The warehouse has a capacity of 4,000 tons, and is calculated, for the present at least, to relieve the congestion of cargo in the piers. It is operated as a customs bonded warehouse. All cargoes remaining in the piers ten days after discharge are removed to the Warehouse for storage, while reefer cargo and other perishables are transferred to it directly from vessels' slings for sorting and delivery. The additional space provided by the Warehouse has brought about faster delivery of cargo to importers by minimizing the time necessary for locating packages and segregating them by marks.

The Manila Port Terminal has under study several other improvements calculated to further increase efficiency in the piers. Chief among these is a plan to construct a bulkhead next to Pier 7 to be used exclusively for loading cargo on consignees' transportation. The present method of allowing trucks inside the piers is considered undesirable in many respects, and the construction of the proposed bulkhead will eliminate this practice.

EXCERPTS FROM THE LEASE CONTRACT:

Contractor Bonded: As the contractor and operating agent of the Bureau of Customs, the Manila Port Terminal (M. R. R. Co.) is bonded unto the Government in the sum of ₱100,000 as a guarantee that the contractor shall fully and faithfully comply with all of the terms and conditions of the contract, and shall promptly pay for all loss or damage to persons or property suffered on account of negligence or carelessness in the discharge of its duties.

Receipts for Cargo Discharged: Whenever the master or agent of a vessel shall request in writing immediate receipt for cargo discharged from said vessel and delivered into the custody of the contractor, the contractor shall deliver unto said master or agent signed copies of its cargo tally sheets covering all cargo discharged and received from said vessel, said cargo tally sheets to be plainly printed "Cargo Receipt" and to show the total number of packages

by marks and numbers whenever such marks and numbers are present and legible.

Receipts for Cargo for Export: Whenever any exporter shall deliver into the custody of the contractor upon the piers and wharf merchandise for export, and shall request a receipt therefore, the contractor shall furnish to such exporter a receipt for all such merchandise so delivered into its custody.

Responsibility for Loss or Damage: The contractor shall be responsible as an independent contractor for and promptly pay to the steamship company, consignee, consignor or other interested party or parties all damages that may be suffered on account of loss, destruction or damage of any merchandise while in the custody or under the control of said contractor upon any pier, wharf, or other designated place under the supervision of the Bureau of Customs, unless such loss, destruction or damage shall be due to typhoons, storms, fires, riots, strikes, collisions, the act of God, inherent vice and latent or patent structural defect of the Government piers, wharves or warehouses, or other similar causes beyond the contractor's control, and shall be solely responsible for any and all injury or damage that may happen to any person or persons whomsoever, on account of the negligence or carelessness of said contractor, its agents or employees in the performance of any undertaking by it to be performed under the terms of this contract.

Delivery of Merchandise: The contractor shall, after receiving delivery order from the authorized agent of the carrying vessel, duly endorsed, showing release from customs authorities, promptly deliver all cargo to the named consignee or consignees, or to his or their order, and shall furnish said consignee or consignees with a memorandum or certificate showing shortage or damage, if any, to the consignment of cargo as disclosed by the check of the contractor, and shall, in each instance when delivery is made, require and exact from the consignee or consignees a receipt or receipts for all merchandise delivered, which receipt shall be executed upon a form attached to or endorsed upon the customs' and carrier's agent permit for delivery of cargo. Provided, that the contractor shall not be required to deliver any cargo to the consignee or consignees thereof, or his nominees, until all charges and disbursements with relation thereto have been paid or secured.

Contract an Exclusive Privilege: The contractor shall have and the Bureau of Customs shall and does hereby give and grant unto said contractor, subject always, however, to the terms, conditions, restrictions, subjections, supervisions and provisions in this agree-

ment contained, the exclusive right or privilege of receiving, handling, caring for and delivering all merchandise upon or passing over the Philippine Government's piers and wharves of the port of Manila; as also, the recording or checking of all merchandise which may be delivered to the port of Manila at ship-side, except coal, lumber and fire-bricks in quantity, case crude oil and kerosene and gasoline in lots of over ten thousand cases or its equivalent, and whole cargoes of one commodity consigned to one consignee.

CONTRACTOR'S SERVICES AND CHARGES:

The Manila Port Terminal (Manila Railroad Company) shall charge the public for labor and services it may render at the following rates:

IMPORTED CARGO

FOR RECEIVING IMPORTED MERCHANDISE FROM SHIP'S TACKLE OR EX LIGHTERS, DISTRIBUTING AND STACKING SAME ON SAID PIERS AND WHARVES, AND REHANDLING SAME FROM SAID PIERS OR WHARVES ONTO CONSIGNEE'S OR AGENT'S TRANSPORTATION OR ONTO TRANSPORTATION FURNISHED BY BONDED WAREHOUSES:

(a) General cargo, except as specifically mentioned hereunder, per ton of 40 cubic feet or 1,000 kilos, at the rate of.....	P1.15
(b) Provided, that any single consignment weighing 250 kilos or less, the charge for same shall be50
(c) Provided, that on any single consignment weighing 375 kilos or less, and more than 250 kilos, the charge shall be.....	.65
(d) Provided, that any single consignment weighing 500 kilos or less, and more than 375 kilos, the charge shall be.....	.80
(e) And provided, that any consignment consisting of a single package weighing less than 10 kilos shall not be subject to any charge.	

EXCEPTIONS

(a) Automobiles and motor trucks, boxed or unboxed, crated or uncrated, per ton of 40 cubic feet, or 1,000 kilos.....	1.00
(b) Coffee and cocoa beans in sacks, per ton of 1,000 kilos..	1.15
(c) Eggs in baskets, per ton of 40 cubic feet.....	1.15
(d) Flour in sacks, per ton of 1,000 kilos.....	.90
(e) Wood furniture and empty containers, per ton of 40 cubic feet65
(f) Bamboo and wickerware furniture, per ton of 40 cubic feet40
(g) News print paper in rolls, not less than 34" in length and 24" in circumference, per ton of 1,000 kilos.....	1.15
(h) Hay in bales, per ton of 40 cubic feet.....	.90
(i) Hemp, not in bales, per ton of 1,000 kilos.....	1.15
(j) Horses, cattle and carabaos, per head.....	.40
(k) Pigs, sheep, goats, etc., per head.....	.20

(l) On any single package, except automobiles and motor trucks, weighing more than two (2) tons, handled on a pier or wharf, the charge shall be per ton of 40 cubic feet or 1,000	P4.50
(m) Infusorial earth and asbestos cement, per ton of 1,000 kilos, or 40 cubic feet80

MERCHANDISE FOR EXPORT

FOR THE HANDLING OF MERCHANDISE FOR EXPORT FROM CON-SIGNOR'S TRANSPORTATION UPON THE PIERS OR WHARF TO THE SLINGS OF THE EXPORTING VESSELS:

(a) General cargo, except as specifically mentioned here- under, per ton of 40 cubic feet, or 1,000 kilos.....	.60
(b) Provided, that there shall be a minimum charge of.....	.60

EXCEPTIONS

(a) Automobiles and motor trucks, boxed or unboxed, crated or uncrated, per ton of 40 cubic feet, or 1,000 kilos.....	.60
(b) Coffee in sacks, per ton of 1,000 kilos.....	.60
(c) Flour in sacks per ton of 1,000 kilos.....	.60
(d) Wood furniture and empty containers, per ton of 40 cubic feet60
(e) Bamboo and wickerware furniture, per ton of 40 cubic feet40
(f) Hemp, not in bales, per ton of 1,000 kilos.....	.65
(g) Horses, cattle and carabaos, per head.....	.40
(h) Pigs, sheep, goats, etc., per head20
(i) On any single package, except automobiles and motor trucks, weighing more than two (2) tons, handled on a pier or wharf, the charge shall be, per ton of 40 cubic feet, or 1,000 kilos	4.50

TRANSIT CARGO

Transit cargo shall include all merchandise handled over the piers and wharf which is manifested for other ports than Manila. The charge for handling transit cargo shall be the same as that for imported cargo, except as shown below:

(a) When transit cargo is landed on the pier or wharf and is loaded onto forwarding transportation or onto a forwarding vessel berthed at the same pier or wharf, the Company shall place the same onto forwarding transportation or into the slings of the forwarding vessel at the rate of, per ton of 40 cubic feet, or 1,000 kilos75
(b) When transit cargo is landed on one pier or wharf and is later transferred to another pier or wharf for loading onto forwarding vessel, the company shall place the same onto transfer transportation, receive the same from such transfer transportation and place the same into the slings of the for- warding vessel at such other pier or wharf at the rate of, per ton of 40 cubic feet, or 1,000 kilos.....	1.15

INTER-ISLAND CARGO

For handling inter-island cargo brought to the piers or wharves for shipment on inter-island vessels to interisland ports:

Per ton of 40 cubic feet, or 1,000 kilos..... P0.60

HANDLING OF BAGGAGE

No charge shall be made by the Company for the handling of the baggage of incoming or outgoing passengers except as follows:

(a) For baggage regularly manifested as cargo, the charge shall be the same as for general import or export cargo.

(b) For animals accompanying passengers, the charge shall be the same as for animals regularly imported or exported.

(c) For automobiles of incoming or outgoing passengers, the charge shall be the same as for automobiles regularly imported or exported.

SPECIAL SERVICE

For any special service on the piers and wharves or in the immediate vicinity thereof in connection with the handling of merchandise, and for the use of electric trucks, tractors and other arrastre equipment.

Special service, per ton of 40 cubic feet of 1,000 kilos..... .80

This service charge shall not apply to merchandise on which arrastre charge has been paid or secured, or when the service is performed for the convenience of the Company.

CHARGES FOR HIRE OF CRANES

(a) For the use of power cranes installed on the aprons of the piers and wharves to perform any service in connection with handling of merchandise in lieu of ship's gear, for loading or unloading merchandise from ship or lighter to pier or wharf, per hour or fraction thereof—

Steam or small power cranes, per hour.....	P3.00
4 ton electric gantry cranes, per hour.....	5.00
15 ton electric gantry cranes, per hour.....	12.00

Provided, that single package weighing two (2) tons or more shall be charged the rates provided for heavy lifts as below.

(b) For the use of power cranes, in lieu of ship's gear, for loading or unloading merchandise from ship to lighter, or vice-versa, when a checking charge only has been paid thereon, per hour or fraction thereof:

4 ton electric gantry cranes, per hour.....	10.00
15 ton electric gantry cranes, per hour.....	15.00

Provided, that single packages weighing two (2) tons or more shall be charge the rates provided for heavy lifts as below:

(c) For the use of power cranes, in lieu of ship's gear, for loading or unloading single packages or heavy lifts weigh-

ing two (2) tons or more, the charge shall be per ship's revenue tons as follows:

Single packages weighing from 2 to 5 tons, per ton.....	₱2.00
Single packages weighing from 5 to 10 tons, per ton.....	3.00
Single packages weighing from 10 to 15 tons, per ton.....	5.00

Provided, that for the purpose of classification, the weight of each package shall govern; while the charge for the service shall be made as per ship's revenue ton.

CHECKING CHARGES

There shall be collected on all cargo delivered at ship-side, except coal, lumber and fire bricks in quantities, crude oil, kerosene and gasoline in cases in lots of over 10,000 cases or its equivalent, and entire cargoes of vessels when of one commodity and consigned to one consignee only, when written application for non-checking of such excepted merchandise has been made to and approved by the Insular Collector of Customs, a checking charge of, per ton of 40 cubic feet, or 1,000 kilos 0.125

PIER LIGHTING SERVICE

For lights furnished on piers or wharf for the purpose of working cargo, when loading or unloading vessel or vessels at night:

(a) For pier lighting service, per hour.....	3.00
(b) For cluster lights furnished, per cluster.....	0.60

WATER SERVICE

For fresh water furnished to vessel berthed at or wharf:
Per ton 0.25

OVERTIME SERVICE

For all work performed by the Company outside of regular hours of labor on government piers in the working of cargo on the piers and wharves, and during all hours on Sundays and holidays, the actual extra or additional cost of the labor employed, which labor shall include that of all foremen, checkers, hoistmen, winchmen, policemen and all other necessary employees working in connection with the particular overtime work requested to be performed. The regular hours of labor on the government piers and wharf are as follows: From 8:00 a. m. to 12:00 noon; and from 1:00 p. m. to 5:00 p. m.

OTHER SERVICES

For any service rendered by the Company which is not specifically provided for herein, such reasonable charge which may be fixed by the contractor of the arrastre service with the approval of the Insular Collector of Customs.

BUNKERING, TRUCKING AND STORAGE FACILITIES:

The Asiatic Petroleum Co. (P. I.), Ltd. has bunkering facilities for supplying Underboiler Fuel and Diesel Fuel in bulk to ocean-going and interisland vessels at any time of the day subject to 24 hours prior notice. Storage tankage capacity, carries over 30,000 tons.

Three lighters of approximately 230 tons capacity with self-contained pumping units capable of delivering over 100 tons per hour are maintained for this service. In addition, two small lighters are maintained for making deliveries of small quantities between 5 tons and 40 tons.

The Asiatic Petroleum Co. (P.I.), Ltd. also carries adequate supplies of Marine Lubricating Oils for all purposes which can be delivered at 24 hours notice. Lubricating Oils are usually packed in export tanks containing 53 American gallons.

The Standard-Vacuum Oil Company also carry supplies of Bunker Fuel in their tanks at Port Area Terminal, Manila, and have facilities for bunkering vessels while at berth alongside the piers loading or discharging cargo. Vessels anchored in the bay desiring to take Bunker Fuel or Diesel Oil can be served by means of pumping barges.

At Opon, Cebu, the Standard-Vacuum Oil Company can also supply vessels with their requirements of petroleum products.

The trucking facilities in the Port of Manila outside the Customs premises are being operated by private concerns. There is also available space for storing cargoes in the private-owned bonded warehouses. A certain and reliable private entity operating in the Port of Manila maintains three (3) bonded warehouses and three (3) free warehouses covering an area of 4,500 square meters and 3,000 square meters respectively. Its service charges for trucking and storage facilities are as follows:

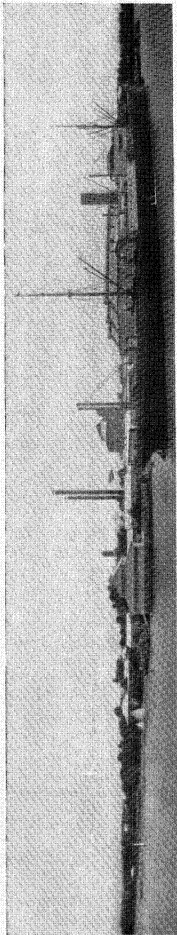
DELIVERY

From the piers to any bodega in the Port Area, or vice-versa (piling not included):

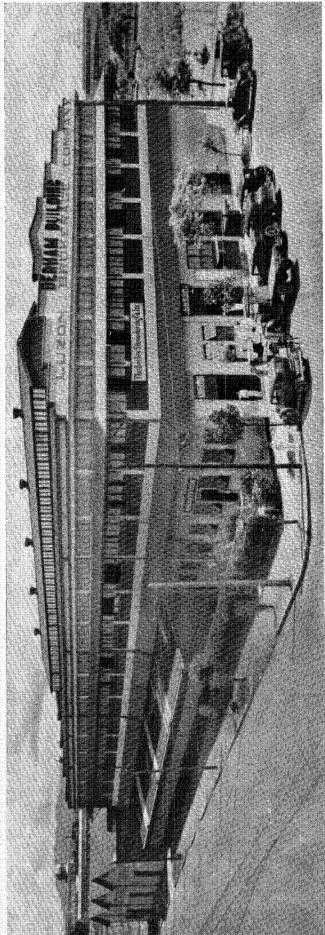
Per ton of 40 cu. ft.	₱1.00
Per ton of 1,000 kilos	1.40
Minimum	1.00

From the piers to any bodega in the Walled City or Ermita, excepting the Insular Cold Storage Plant, or vice-versa (piling not included):

Per ton of 40 cu. ft.	₱1.25
Per ton of 1,000 kilos	2.00
Minimum	1.00



An oil tanker receiving coconut oil at mill of Philippine Refining Corporation, Opon, Cebu



THE DERHAM BUILDING

At Port Area, where the offices of the Luzon Brokerage Company, the Bailey Stevedoring Co. and other steamship agents are located. Adjacent to the building at the back is Bonded Warehouse "C" of the Luzon Brokerage Co.

From the piers to any office or any bodega on or near the Escolta, Rizal Avenue as far as Azcarraga, Santa Cruz District, and to the Cold Stores, vice-versa (piling not included):

Per ton of 40 cu. ft.	P2.00
Per ton of 1,000 kilos	2.75
Minimum	1.50

From the piers to on board inter-island steamers, or loaded on board railroad cars at Manila Railroad Station, or vice-versa:

Per ton of 40 cu. ft.	P2.25
Per ton of 1,000 kilos	3.00
Minimum	2.00

The above rates apply on the delivery of shipments, no single package of which exceeds 500 kilos in weight. At any single package exceeding 500 kilos in weight shall come under the "Heavy Lift Schedule" and be subject to an additional "Heavy Lift" charge, as quoted below:

"HEAVY LIFTS"

500 kilos to 1,000 kilos, each	P5.00
Over 1,000 kilos not exceeding 2,500 kilos, each	10.00
Over 2,500 kilos not exceeding 3,000 kilos, each	15.00
Over 3,000 kilos—Actual cost plus 10 per centum.	

CUSTOMS REGULATIONS GOVERNING THE DISCHARGING AND LOADING OF VESSELS AT THE PORT OF MANILA

Imports: All merchandise (except such as may be granted ship-side delivery) imported into the port of Manila by commercial vessels from foreign ports must be delivered upon the Philippine Government piers or wharf, either directly from the carrying vessels berthed alongside or by lighters furnished at the expense of the carrying vessels anchored in the harbor. Vessels having 100 tons or more of general cargo to discharge are required to berth at piers or wharf for such discharge.

Inflammable or Explosive Cargo: Vessels having gasoline, dynamite or other highly explosive compounds on board are not permitted to berth at a pier or wharf until such cargo has been discharged.

Rat Guards: No cargo shall be discharge from or received on board a vessel berthed at a pier or wharf until suitable rat guards have been placed upon all lines leading to such pier or wharf and to all lighters moored alongside such vessel.

Stevedoring: The stevedoring of vessels discharging and loading cargo shall be performed by stevedores employed by the ships' master or agents.

Shipside Delivery: Shipside delivery may be granted only for large shipments of bulk cargo when so stowed as not to interfere with the rapid discharge of the carrying vessel, and for large shipments consigned to the United States Army and Navy. Provided, that consignments shall be sufficient in quantity to equal at least

one casco or lighter load, approximately 30 tons; and provided further, that there is sufficient transportation alongside, properly manned, to receive the cargo.

Shipside delivery permits are issued by the Bureau of Customs. The following classes of merchandise are considered as bulk cargo. (See also "checking charge").

Acids	Hay, in bales
Asphaltum	Infusorial earth
Automobiles	Iron and steel, structural or bar, properly marked
Beer, bottles, in barrels in lots of 125 or over	Iron, railway
Boilers	Lumber, of all kinds
Bricks	Livestock
Coal	Machinery, heavy
Celotex	Meat, fresh in cold storage
Cement	Oil, lubricating, in barrels
Cyanide, crude in drums	Petroleum
Dynamite, or other similar ex- plosives, in any quantity	Piping
Demijohns, empty, in lots of 500 or over	Pitch
Fertilizers of all kinds	Rice, in lot of not less than 500 bags of one mark
Food, crushed, or fodder, lots of 200 bales or over	Straw, in bales
Flour, in lots of not less than 500 sacks of one mark	Sugar, in sacks of not less than 200 bags of one mark
Fruits, fresh, in boxes or crates	Salt, in lots of not less than 500 sacks of one mark
Grain, in lots of not less than 500 sacks or one mark	Ties, railway
Gunpowder, in any quantity	Tiles, roofing
Gasoline, in any quantity	Tinplates in bulk
Gunny bags, in lots of 100 tons or more and destined to one consignee	Turpentine
	U. S. Army or Navy cargo
	Vegetables, fresh, in boxes or crates

OWNERSHIP, ADMINISTRATION AND CONTROL OF PORT FACILITIES AT PORTS OF ENTRY

Ownership: The harbors, the piers and wharves, and the mechanical equipment installed on the piers and wharves at ports of entry, available for the berthing and use of commercial vessels engaged in foreign carrying trade are owned, administered and controlled by the Commonwealth Government.

Administration: The Philippine Archipelago is divided into nine Customs Collection Districts corresponding to the nine entry ports of Manila, Iloilo, Cebu, Zamboanga, Davao, Jolo, Legaspi, Aparri and Jose Panganiban (Mambulao). The Insular Collector of Customs is the head of the Bureau of Customs. Each port of entry together with its corresponding customs collection districts is administered by a Collector of Customs acting under the authority and direction of the Insular Collector of Customs at Manila.

Control: The Bureau of Customs exercises exclusive administrative authority and control, insofar as the enforcement of customs laws and regulations and the protection and collection of customs revenues and charges are concerned, over all port facilities at ports of entry and over all vessels engaged in the foreign carrying trade while within the jurisdictional waters of the Philippine Islands. The harbors are under the exclusive authority and control of the respective collectors of customs. The pilotage regulations and charges, the entrance and clearances of vessels, and the berthing of vessels at piers and wharves fall under the exclusive functions of the Bureau of Customs.

SHIPPING FACILITIES AT THE PORT OF MANILA

Harbor: Manila harbor comprises an anchorage area of about 1,250 acres of the Manila Bay partially enclosed and well protected by a rock-breakwater wall. The entrance passageway, a portion of the approved anchorage area and the berths at piers have been dredged to a considerable depth so as to permit any vessel to make its berth.

Piers and Wharf: The port of Manila maintains 3 piers (Piers 3, 5 and 7) and 1 bulkhead wharf available for commercial vessels desiring to make berths thereat, and 1 federal pier (Pier 1) operated by the United States Government for the exclusive use of Army and Navy vessels.

Pier No. 1: It is 550 feet long and 60 feet wide and covered by a steel cargo shed. It is owned and operated by the United States Government for the exclusive use of Army and Navy Vessels.

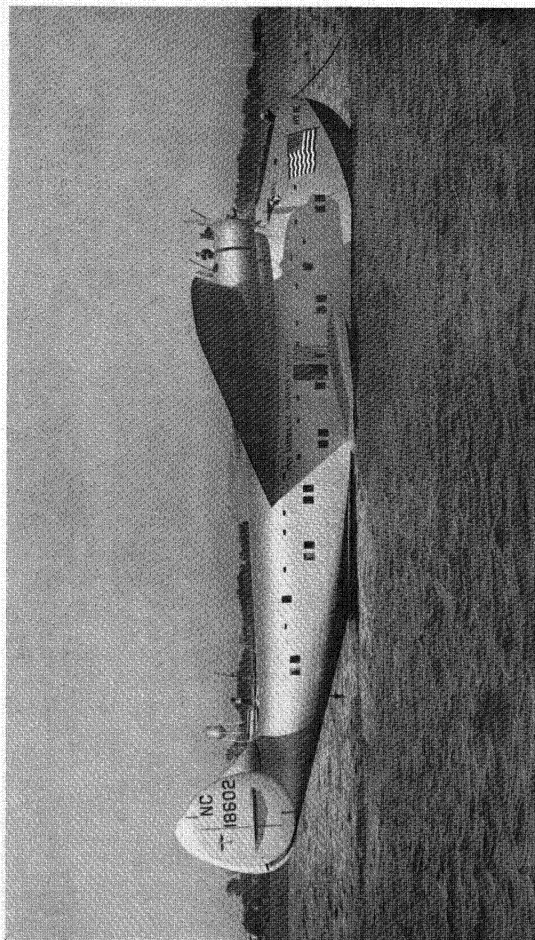
Pier No. 3: It is 680 feet long and 120 feet wide. It is covered by a steel cargo shed 60 feet wide, leaving aprons 30 feet wide on each side and 80 feet wide at the end. It is piped for fresh water and bunker fuel oil.

Pier No. 5: It is 730 feet long and 160 feet wide and has a berthing frontage of 650 feet long, covered by a steel cargo shed 100 feet wide, leaving aprons 30 feet wide on each side and 80 feet wide at the end. It is also piped for fresh water and bunker fuel oil.

Pier No. 7: This pier is 1,400 feet long and 240 feet wide and has a berthing length of 1,290 feet. It is covered by a modern concrete and steel cargo and passenger structure, 1,235 feet long by 160 feet wide, leaving aprons 40 feet wide on sides and end. It is piped for fresh water and bunker fuel oil.

Wharf "B": Wharf "B" is a bulkhead wharf connecting Piers 3 and 5. It is 750 feet long and 100 feet wide, and is covered by a steel cargo shed 85 feet wide, leaving a 15-foot apron at the front.

All the piers are well equipped with modern cargo-handling equipment.



CLIPPER TYPE OPERATED IN THE TRANS-PACIFIC AIR SERVICE TO THE PHILIPPINES BY THE PAN-AMERICAN AIRWAYS

TRANS-PACIFIC AIR SERVICE TO THE PHILIPPINES

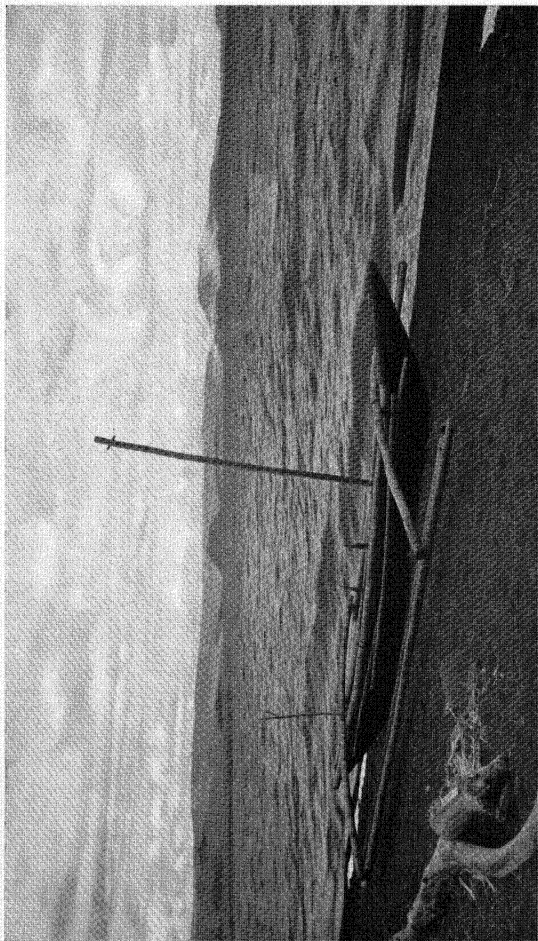
In November, 1935, with the establishment of the trans-Pacific air service of the Pan American Airways, Manila, became a key point on one of the world's principal commercial aerial highways. For approximately a year after the inauguration of the route, the great trans-oceanic Clippers carried only mail and air express between San Francisco, Honolulu, Midway, Wake and Guam islands, and the Philippines. The next stride in the advancement of this over-ocean skyroute occurred in October of 1936, when the first group of passengers boarded the China Clipper for the long range flight from California to Manila. A few months later, in April of 1937, the trans-Pacific mail, passenger, and cargo services were completed, when negotiations were completed with Great Britain and Portugal, and the Clipper service extended to Macao and Hong Kong.

This service of Pan American Airways has been maintained on a weekly basis. At the time of this writing, September, 1939, 325 crossings of the Pacific had been successfully accomplished, and the total mileage flown has been close to 3,000,000 miles.

That the service has become an integral part of the business and travel communities of the Philippine Islands and America, is indicated by the fact that over three and a quarter million pieces of mail have been handled on the Clippers, and over fifty thousand pounds of air express have been transported, in addition to the passengers that make the weekly crossing in both directions. (These figures do not include statistics of business originating in China and Hawaii and destined to those countries.)

The keynote of the service, of course, is speed. From Manila to Honolulu but four days flight is required; to San Francisco, five days; to Hong Kong, five hours.

The latest additions to the service are the Boeing Clippers, which are capable of carrying 74 passengers, and have a potential cruising range of 5,000 miles. At the present time, the route is maintained by these four flying boats: China Clipper, Honolulu Clipper, Philippine Clipper, and California Clipper.



A BEAUTIFUL SUNSET IN THE PHILIPPINES

TRADE STATISTICS

1899 TO 1938

MONETARY EQUIVALENT

P1.00 Philippine Currency = \$0.50 U. S. Currency

WEIGHT AND MEASURE EQUIVALENTS

One kilo = 2.2046 Pounds Avoirdupois
One metric ton (1,000 kilos) = 2,204.6 Pounds
One cubic meter = 423.7288 board feet
One meter = 39.37 inches
One kilometer = .62137 (5/8) of a mile
One hectare = 2.471 acres

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

*Values of the Principal Imports at All Ports of Entry for the Years
1938 and 1937*

Articles of import by general classifications		Total imports by general classification	
		1938	1937
(A)	FOODS AND FOOD PRODUCTS:	<i>Pesos</i>	<i>Pesos</i>
1	Cacao, and manufactures of.....	1,329,684	1,266,652
2	Cattle and other meat and draft animals.....	154,925	159,073
3	Coffee, raw and prepared.....	1,579,113	1,358,545
4	Dairy products.....	8,948,784	7,438,745
5	Eggs, fresh and preserved.....	302,909	305,119
6	Fish and fish products.....	3,811,035	3,559,057
7	Flour, wheat.....	10,263,300	8,204,725
8	Flour, other, and breadstuffs, starches, etc.....	2,220,692	1,972,801
9	Fruits, fresh and preserved, nuts, etc.....	3,449,635	2,391,818
10	Meat, fresh and preserved, and meat products.....	3,030,494	2,642,923
11	Rice.....	999,748	4,863,344
12	Spirits, wines, malt liquors, etc.....	1,574,338	1,419,831
13	Sugar, molasses, confectionery, etc.....	971,923	932,810
14	Tea.....	142,294	150,185
15	Vegetables, fresh and preserved.....	3,985,732	3,502,957
16	Total value of foods and food products.....	42,764,606	40,168,585
(B)	OTHER ARTICLES AND MANUFACTURES:		
1	Automobiles, and trucks, parts of and tires.....	16,238,169	11,978,029
2	Other cars, carriages, etc., and parts of.....	1,809,374	1,813,826
3	Books, and other printed matter.....	3,000,562	1,882,103
4	Brass and copper, and manufactures of.....	1,356,462	1,456,310
5	Cement.....	350,687	68,611
6	Chemicals, dyes, drugs and medicines.....	8,881,410	5,702,083
7	Clocks, watches, jewelry, plated-ware, etc.....	1,283,620	1,575,408
8	Coal.....	1,984,879	1,566,798
9	Cotton cloths.....	28,746,666	21,357,095
10	Cotton, other manufactures of.....	15,065,433	13,551,284
11	Diamonds and other precious stones, unset.....	588,111	866,690
12	Earthenware, chinaware, stoneware, etc.....	1,658,331	1,247,537
13	Fertilizer, chemical and natural.....	2,967,146	3,504,361
14	Fibers, vegetable, and manufactures of.....	4,434,652	4,144,788
15	Glass, glassware, lamps and parts of, etc.....	3,106,521	2,915,582
16	Hats, and caps, and parts of and materials for.....	349,829	429,622
17	Instruments and apparatus, not electrical.....	1,342,709	1,134,560
18	Iron and steel, and manufactures of.....	(45,792,343)	(38,680,875)
19	Agricultural implements, and parts of.....	198,363	191,044
20	Machinery, machines, and parts of, not electrical.....	19,582,425	15,192,096
21	All other iron and steel, fabrications of, etc.....	26,011,555	23,297,735
22	Leather, and manufactures of.....	3,361,937	2,986,410
23	Machinery and apparatus, electrical.....	7,607,766	6,854,637
24	Matches.....	194,924	156,070
25	Motion picture films, photo equipment and supplies.....	1,454,380	1,135,750
26	Naphthas, and all light products of distillation.....	6,277,486	4,953,584
27	Oil, crude, fuel.....	5,371,237	3,831,909
28	Oil, illumination.....	2,054,926	-----
29	Oil, lubricating.....	2,114,526	1,482,413
30	Oil, all other.....	1,604,032	1,357,709
31	Paints, pigments, varnishes, etc.....	1,891,922	1,861,865
32	Paper, not printed, manufactures of, etc.....	7,377,787	5,739,095
33	Perfumery, cosmetics, toilet preparations, etc.....	2,162,419	1,695,262
34	Silk, manufactures of, etc.....	6,530,109	6,195,701
35	Soap.....	1,261,822	1,027,455
36	Tobacco, and manufactures of.....	15,866,881	7,340,246
37	Wood, bamboo, rattan, reeds and manufactures of.....	1,536,176	1,088,463
38	Wool, and manufactures of.....	1,070,281	996,116
39	All other articles and manufactures.....	15,754,974	13,012,744
40	Grand total value, all imports.....	265,215,095	218,051,490

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

*Values of the Principal Imports at All Ports of Entry for the Years
1936, 1935, 1934, 1933, 1932 and 1931*

Total imports by general classifications						
	1936	1935	1934	1933	1932	1931
(A)	<i>Pesos</i>	<i>Pesos</i>	<i>Pesos</i>	<i>Pesos</i>	<i>Pesos</i>	<i>Pesos</i>
1	923,865	1,010,954	751,661	527,117	523,021	837,053
2	80,703	66,662	34,455	38,663	26,282	100,786
3	1,302,200	1,346,778	1,191,971	1,163,452	1,179,495	1,287,988
4	8,137,284	6,152,723	5,822,687	4,492,003	5,203,020	8,157,807
5	296,200	267,345	330,705	513,348	1,538,319	2,171,005
6	3,058,815	2,721,670	2,702,846	1,625,238	1,837,970	2,503,300
7	7,900,519	5,711,254	5,247,388	4,333,026	4,903,878	6,429,237
8	2,021,850	1,840,618	1,681,869	1,707,718	1,555,084	2,356,424
9	2,834,001	2,645,015	2,313,955	1,920,653	2,467,972	2,918,306
10	2,887,070	3,153,099	2,408,713	2,019,670	2,925,234	3,993,078
11	5,874,635	556,208	529,931	1,144,638	998,690	1,194,858
12	1,273,554	870,842	851,194	744,372	806,099	1,155,080
13	781,430	815,054	790,704	647,827	845,816	1,197,084
14	137,734	129,688	114,384	94,063	135,301	186,394
15	3,382,919	3,278,477	2,810,297	2,430,794	3,102,493	3,723,947
16	40,892,779	30,566,387	27,582,760	23,402,582	28,048,674	38,302,356
(B)						
1	11,408,137	9,214,286	10,296,639	7,053,238	8,058,776	9,030,872
2	1,474,139	949,233	1,179,628	1,122,796	1,276,704	2,282,187
3	1,910,988	2,375,639	2,001,121	1,560,119	1,892,547	1,945,219
4	1,163,413	869,015	959,073	722,051	783,206	1,040,278
5	43,317	13,367	46,655	67,076	41,870	341,767
6	5,576,887	5,154,636	4,834,364	3,806,159	3,920,043	4,769,208
7	1,206,549	772,363	875,537	704,251	752,492	1,090,433
8	2,032,920	1,538,636	1,226,987	1,182,669	1,516,272	2,959,606
9	18,609,388	20,099,242	21,108,134	16,678,081	20,860,713	20,490,461
10	11,925,869	10,500,599	10,134,786	9,588,270	12,662,530	12,311,634
11	1,049,934	363,183	358,973	361,188	300,860	622,274
12	1,105,601	867,372	917,026	918,077	934,749	1,231,307
13	4,271,720	3,620,191	4,508,982	3,445,158	2,951,780	3,824,763
14	3,881,983	3,382,340	4,365,237	3,223,682	3,862,189	3,485,281
15	2,153,618	1,899,790	1,891,298	1,341,474	1,290,583	1,810,636
16	410,567	249,250	267,054	164,436	215,419	364,688
17	742,849	595,853	685,861	608,019	927,448	1,534,778
18	(32,031,608)	(22,176,839)	(22,823,000)	(17,275,761)	(19,977,574)	(26,729,765)
19	233,099	124,985	172,931	240,592	253,150	199,770
20	11,718,381	8,097,705	7,515,121	5,624,274	7,010,839	8,209,144
21	20,080,128	13,954,149	15,134,956	11,410,895	12,713,585	18,320,851
22	2,518,656	2,127,382	2,419,966	1,732,828	1,818,559	2,166,301
23	5,830,861	4,307,336	4,340,197	3,251,805	4,548,753	6,972,727
24	165,703	212,987	335,224	283,241	392,861	592,182
25	1,070,646	1,097,705	962,512	893,813	886,787	1,222,552
26	5,955,594	6,668,261	5,156,359	4,930,228	5,831,565	8,580,346
27	3,993,192	4,027,615	3,494,547	2,577,938	3,554,931	3,503,182
28	3,030,533	2,970,202	2,418,681	2,054,565	2,272,457	4,538,545
29	1,346,182	1,218,949	1,377,856	1,294,493	1,655,164	1,880,726
30	1,050,657	1,019,296	873,996	1,021,381	1,260,390	1,392,524
31	1,778,860	1,307,183	1,387,515	1,100,107	1,155,193	1,740,693
32	4,531,659	4,244,156	4,384,420	3,059,501	3,636,786	4,571,005
33	1,499,133	1,319,074	1,490,211	1,354,799	1,313,670	1,509,595
34	5,764,409	4,851,400	4,603,650	4,003,659	4,901,256	6,461,561
35	848,774	729,003	655,506	795,750	869,119	1,527,385
36	7,130,860	7,500,559	5,853,802	4,240,217	5,386,142	5,443,428
37	913,243	828,294	852,844	710,749	842,572	1,121,052
38	1,085,112	713,653	763,756	532,128	758,836	985,876
39	11,846,009	10,696,423	9,780,056	7,660,637	7,430,700	9,980,244
40	202,252,349	171,047,699	167,214,221	134,722,926	158,790,170	198,357,437

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

*Quantities and Values of the Principal Exports from all Ports of Entry
for the Year 1938*

Principal products of export			Total exports, 1938	
			Quantity	Value
(A)	SUGAR:			<i>Pesos</i>
1	Centrifugal.....	Kilos.....	818,067,731	91,924,777
2	Raw (muscovado).....	Kilos.....	5,241	334
3	Refined.....	Kilos.....	50,180,286	8,118,936
4	Total for sugar.....	Kilos.....	868,253,258	100,044,047
(B)	COCONUT PRODUCTS:			
1	Coconut oil.....	Kilos.....	165,623,270	21,532,910
2	Copra.....	Kilos.....	342,067,023	24,512,028
3	Desiccated and shredded products.....	Kilos.....	34,277,441	7,632,715
4	Copra meal.....	Kilos.....	129,340,816	5,495,086
5	Total for coconut products.....	Kilos.....	671,308,550	59,172,739
(C)	VEGETABLE FIBERS AND PRODUCTS OF:			
1	Hemp.....	Kilos.....	141,314,956	20,318,347
2	Maguey and sisal.....	Kilos.....	6,470,491	666,572
3	Cordage, manufactured, all kinds.....	Kilos.....	6,947,136	2,398,062
4	Knotted hemp.....	Kilos.....	65,329	129,318
5	All other, and manufactures of.....			1,040,892
6	Total for fibers, etc.....		154,797,912	24,553,191
(D)	EMBROIDERIES:			
1	Cotton.....			10,120,735
2	Silk.....			81,245
3	Total for embroideries.....			10,201,980
(E)	TOBACCO AND MANUFACTURES OF:			
1	Cigars.....	Number.....	196,694,466	6,049,228
2	Leaf tobacco.....	Kilos.....	9,838,241	2,846,158
3	Cigarettes.....	Number.....	89,697,139	169,075
4	Pipes, manufactures for.....	Kilos.....	1,364	1,310
5	Stripped filler, all other, etc.....	Kilos.....	1,986,155	863,508
6	Total for tobacco, etc.....			9,929,279
(F)	FOREST PRODUCTS AND MANUFACTURES OF:			
1	Lumber and timber.....	Cu. m.....	378,696	5,650,541
2	Veneers.....	Sq. m.....		
3	Rattan, reeds, etc.....	Kilos.....	24,725	2,398
4	Gums and resins.....	Kilos.....	1,968,320	598,346
5	All other, manufactures of, etc.....			466,114
6	Total for forest products.....			6,717,399
(G)	HATS:			
1	Hats, all kinds.....	Number.....	440,965	634,807
(H)	SHELLS AND MANUFACTURES OF:			
1	Buttons.....	Gross.....	578,254	425,831
2	Lamp shades, shell-craft, etc.....			12,777
3	Unmanufactured shells.....	Kilos.....	131,916	50,092
4	Total for shells and manufactures of.....			488,700
(I)	Grand total for all classified products.....			211,742,142
(J)	OTHER DOMESTIC PRODUCTS AND MANUFACTURES:			
1	All other domestic products and manufactures.....			16,976,702
(K)	EXPORTS OF FOREIGN MERCHANDISE:			
1	All exports of foreign merchandise.....			2,871,710
(L)	Grand total value, all exports.....			231,590,554
(M)	SUPPLEMENTARY:			
1	Gold ore and bullion, not included above.....			61,013,588

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

*Quantities and Values of the Principal Exports from all Ports of Entry
for the Years 1937, 1936 and 1935*

	1937		1936		1935	
	Quantity	Value	Quantity	Value	Quantity	Value
(A)		<i>Pesos</i>		<i>Pesos</i>		<i>Pesos</i>
1	815,573,191	105,137,242	847,839,847	114,440,963	458,336,085	55,496,070
2	130,501	18,462	2,900	260	1,995	122
3	55,341,438	10,256,683	899,838,367	9,433,421	57,894,606	10,485,167
4	871,045,130	115,412,387	1,747,681,114	123,874,644	516,232,686	65,981,359
(B)						
1	163,296,971	41,051,073	159,622,830	27,743,518	165,194,373	24,509,162
2	236,543,566	31,969,399	291,087,730	29,999,568	252,899,640	21,974,660
3	40,744,896	12,693,263	33,712,600	8,794,125	33,968,041	7,924,630
4	110,528,941	5,800,358	108,267,545	3,659,099	101,864,072	3,278,847
5	551,114,374	91,514,093	592,690,705	70,196,290	553,926,126	57,687,299
(C)						
1	165,339,398	43,279,373	167,124,218	34,177,197	188,200,505	22,947,933
2	16,332,446	2,295,871	21,837,359	2,134,512	14,725,427	1,018,397
3	7,461,370	2,872,921	6,604,873	2,317,739	8,006,643	2,323,629
4	49,608	84,995	519,248	91,421	59,325	72,740
5	-----	1,626,995	-----	1,544,473	-----	1,056,460
6	189,182,822	50,160,155	196,085,698	40,265,342	210,991,900	27,419,159
(D)						
1	-----	7,159,551	-----	8,384,441	-----	9,992,559
2	-----	218,055	-----	164,669	-----	159,930
3	-----	7,377,606	-----	8,549,310	-----	10,152,489
(E)						
1	204,619,993	6,144,719	178,334,078	5,492,653	223,117,286	6,798,760
2	8,075,799	2,485,753	14,442,474	4,532,606	22,412,659	4,614,920
3	34,959,453	58,654	17,144,495	53,793	16,273,383	43,942
4	999	787	3,725	1,984	6,994	3,314
5	-----	1,276,303	-----	408,530	1,542,518	542,722
6	-----	9,966,216	-----	10,489,566	-----	12,003,658
(F)						
1	593,620	7,886,224	462,398	6,199,240	337,662	5,023,519
2	-----	-----	10,600	5,711	1,976	1,734
3	16,480	1,788	5,753	332	9,333	557
4	2,261,545	750,321	2,638,766	673,599	2,410,704	547,860
5	-----	436,523	-----	254,423	-----	106,918
6	-----	9,074,856	-----	7,133,305	-----	5,680,588
(G)						
1	565,394	933,190	728,032	1,176,578	538,381	949,641
(H)						
1	776,024	549,020	680,829	437,021	694,161	474,793
2	-----	24,594	-----	10,664	-----	20,925
3	287,580	95,759	437,768	198,836	444,806	199,523
4	-----	669,373	-----	646,521	-----	695,241
(I)						
1	-----	285,107,876	-----	262,331,556	-----	180,569,434
(J)						
1	-----	46,375,426	-----	31,247,997	-----	5,763,200
(K)						
1	-----	2,438,092	-----	1,770,762	-----	2,158,726
(L)						
1	-----	333,921,394	-----	295,350,315	-----	188,491,360
(M)						
1	-----	28,654,468	-----	22,457,809	-----	32,000,000

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

Values of Imports and Exports Distributed According to Countries of Origin and Destination During the Years 1938, 1937 and 1936

Countries of origin and destination	Value of imports from—			Value of exports to—		
	1938	1937	1936	1938	1937	1936
United States.....	Pesos 180,714,457	Pesos 126,604,072	Pesos 122,994,525	Pesos 178,889,989	Pesos 241,486,043	Pesos 215,050,654
Hawaii.....	826,886	652,944	635,363	1,036,427	730,689	613,364
Guam.....	13,735	56,040	73,321	398,285	598,412	311,331
Japan.....	25,414,083	32,204,014	26,528,530	15,026,342	20,029,821	16,786,272
Great Britain.....	5,712,221	5,435,518	5,258,556	6,032,409	12,497,973	8,343,849
China.....	6,147,691	6,623,292	5,365,564	1,904,536	1,933,897	1,074,838
Germany.....	8,400,238	8,288,439	6,933,933	2,088,229	3,622,874	3,701,573
Spain.....	160,373	343,572	501,194	510,510	38,688	4,191,551
British East Indies.....	4,688,601	4,826,447	3,656,915	1,356,416	1,395,921	1,200,975
Dutch East Indies.....	5,842,255	4,536,818	3,578,743	3,990,670	892,809	681,431
France.....	2,104,958	1,686,697	2,095,968	3,184,007	1,589,749	3,226,022
Australia.....	4,699,851	5,042,848	4,717,144	927,926	1,048,911	854,550
Netherlands.....	5,833,732	4,406,085	4,516,406	5,082,032	2,137,586	4,620,895
Canada.....	2,936,529	3,324,320	2,402,771	586,240	1,122,132	1,286,785
Belgium.....	2,543,101	2,866,639	1,991,972	1,163,506	1,921,058	1,500,748
Hongkong.....	1,606,105	2,201,112	1,526,311	1,842,347	2,066,376	853,720
Switzerland.....	1,863,503	1,144,699	1,046,308	19,551	17,965	17,460
Denmark.....	103,685	62,270	69,344	3,096,761	1,289,382	1,205,125
French East Indies.....	973,864	2,711,857	4,252,460	113,364	95,273	35,009
Kwantung.....	410,879	159,977	312,767	325,556	101,224	21,076
Italy.....	456,649	268,779	141,854	427,432	1,927,459	2,357,303
Norway.....	139,772	139,308	96,994	448,543	727,407	492,068
Siam.....	16,943	1,696,708	1,667,916	328,716	309,767	308,931
All other.....	3,695,994	2,769,035	2,087,460	4,910,760	36,339,878	25,624,785
Totals.....	265,215,095	218,051,490	202,252,349	231,590,554	333,921,394	295,350,315

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

Countries of origin and destination	Value of total trade				Percentage				Trade balance					
	1937		1936		1938		1937		1938		1937		1936	
	Pesos	Per cent	Pesos	Per cent	Pesos	Per cent	Pesos	Per cent	Pesos	Per cent	Pesos	Per cent	Pesos	Per cent
United States.....	359,604,446		368,090,115	238,045,179	72.00	71.00	1,824,468	114,881,971	1,209,541	92,056,129	77.745	21,999	238,010	F
Hawaii.....	1,863,313		1,383,633	1,249,227	.38	.26	209,541	11,881,971	384,550	9,742,258	.08	77,745	F	21,999
Guam.....	412,020		654,452	384,652	.08	.12	384,550	542,372	384,550	9,742,258	.08	77,745	F	21,999
Japan.....	40,440,425		52,233,835	43,314,802	8.14	10.03	10,387,741	12,174,193	370,188	3,085,293	2.86	4,689,395	A	3,390,726
Great Britain.....	11,744,630		17,933,491	13,602,405	2.36	3.44	4,243,155	4,689,395	3,390,726	3,142,360	1.60	4,689,395	A	3,390,726
China.....	8,057,227		5,557,189	7,340,402	1.62	1.06	5,321,009	4,689,395	3,390,726	3,142,360	2.25	3,690,357	A	3,142,360
Germany.....	11,297,467		11,911,413	10,725,506	2.27	2.28	350,137	3,430,884	3,690,357	3,690,357	.98	3,690,357	F	3,690,357
Spain.....	670,883		382,260	4,627,745	.13	.07	3,352,185	3,430,884	3,690,357	3,690,357	1.02	3,430,884	A	3,690,357
British East Indies.....	6,045,017		6,222,368	4,857,890	1.22	1.19	4,857,890	3,430,884	3,690,357	3,690,357	1.19	3,430,884	A	3,690,357
Dutch East Indies.....	6,832,925		5,429,627	4,060,174	1.38	1.04	4,851,585	3,430,884	3,690,357	3,690,357	.85	3,690,357	A	3,690,357
France.....	5,288,965		3,276,446	5,321,990	1.06	1.12	1,079,049	96,948	1,130,054	1,130,054	1.12	96,948	A	1,130,054
Australia.....	5,627,777		6,091,759	5,571,694	1.13	1.17	3,771,925	3,993,937	3,993,937	3,993,937	1.17	3,993,937	A	3,993,937
Netherlands.....	10,915,764		6,543,671	9,137,301	2.20	1.25	751,700	2,268,499	1,044,899	1,044,899	.85	2,268,499	A	1,044,899
Canada.....	3,522,769		4,446,452	3,689,556	.71	.77	2,350,289	2,202,188	1,115,986	1,115,986	.77	2,202,188	A	1,115,986
Belgium.....	3,706,607		4,787,697	3,492,720	.75	.91	1,379,595	945,581	491,224	491,224	.73	945,581	A	491,224
Hongkong.....	3,448,452		4,267,488	2,380,031	.69	.81	236,242	134,736	134,736	672,591	.50	134,736	A	672,591
Netherlands.....	1,883,054		1,162,664	1,063,768	.38	.22	1,843,952	1,126,734	1,028,848	1,028,848	.22	1,126,734	A	1,028,848
Denmark.....	3,200,446		1,351,652	1,274,469	.64	.26	2,993,075	2,616,584	4,217,451	4,217,451	.26	2,616,584	A	4,217,451
Dutch East Indies.....	1,087,228		2,807,130	4,287,469	2.22	5.3	860,500	2,616,584	4,217,451	4,217,451	.90	860,500	A	4,217,451
Kwantung.....	736,425		261,201	333,873	.15	.05	85,323	58,753	291,721	291,721	.07	58,753	A	291,721
Italy.....	884,081		2,196,238	2,499,157	.18	.42	29,217	1,658,680	2,215,449	2,215,449	.52	29,217	A	2,215,449
Norway.....	588,315		866,475	1,589,062	.12	.16	308,771	1,588,099	1,588,099	1,588,099	.12	308,771	F	1,588,099
Siam.....	345,649		2,006,475	1,976,847	.07	.39	311,783	1,386,941	1,386,941	1,386,941	.41	311,783	F	1,386,941
All other.....	8,606,754		42,102,913	127,710,745	2.12	1.88	1,214,766	33,570,943	33,570,943	33,570,943	1.28	1,214,766	F	33,570,943
Totals.....	496,805,649		551,972,884	497,602,664	100.00	100.00	33,624,541	115,869,904	93,097,966	93,097,966	100.00	33,624,541	F	93,097,966

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

Imports, Exports and Total Trade Distributed According to the Nationality of the Carrying Vessel During the Years 1938, 1937 and 1936

Flag	Vessels entered						Import cargo unladen					
	Number		Net tons		Tons		Value—Pesos		Value—Pesos		1936	
	1938	1937	1938	1937	1938	1937	1938	1937	1938	1937		
American.....	129	181	232	916,315	1,122,500	314,428	396,710	48,399,677	42,587,362	67,690,327		
Philippine.....	47	27	26	30,506	24,569	46,081	27,607	831,742	418,713	173,533		
Aircraft.....	73	88		1,060				70,998	49,171	6,096		
British.....	507	412	541	1,162,769	2,041,107	634,087	503,274	110,606,653	83,071,236	62,743,895		
Chinese.....	13	72	32	193,050	90,016	58,095	88,764	227,464	1,050,066	1,580,041		
Danish.....	69	42	68	250,970	160,776	55,581	75,458	13,022,091	7,592,414	4,807,101		
Dutch.....	148	147	163	652,855	686,609	142,278	112,355	17,880,580	14,621,246	11,673,331		
French.....	1	1	5	6,617	6,500	1	9,542		177,270	30,814		
German.....	129	114	117	685,911	649,188	66,607	57,728	15,908,341	13,802,359	10,707,217		
Greek.....	7	4	6	22,098	13,743		28,579		69,216			
Hondurian.....	5	1		13,160	17,759	6,000		74,811				
Hungarian.....	1	1		1,509								
Italian.....	26	25	14	182,390	75,780	689	1,326	548,235	210,823	52,260		
Japanese.....	359	310	308	1,265,650	991,838	281,706	212,774	18,727,469	24,438,812	17,388,189		
Norwegian.....	189	153	159	609,879	508,571	208,816	254,927	28,702,310	16,403,202	15,817,933		
Panamanian.....	9	12	10	31,543	44,310	46,068	16,735	2,949,341	6,428,092	3,655,726		
Russian.....	2			48,526								
Russian.....	1,281			94,402	108,457	18,393	13,251	1,860,283	1,342,474	1,245,301		
Swedish.....	50	26	30	164,904				5,315,200	5,788,834	4,465,304		
Mail.....												
Totals.....	1,764	1,616	1,711	6,751,765	6,111,692	1,871,071	1,798,500	265,215,095	218,051,490	202,252,349		

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

Imports, Exports and Total Trade Distributed According to the Nationality of the Carrying Vessel During the Years 1938, 1937 and 1936

	Vessels cleared						Import cargo laden					
	Number		Net tons		Tons		Value—Pesos		Value—Pesos		Value—Pesos	
	1938	1937	1938	1937	1938	1937	1938	1937	1938	1937	1938	1937
American.....	124	176	605,847	940,521	1,120,182	200,214	452,155	31,800,204	94,120,682	84,607,347	31,800,204	94,120,682
Philippine.....	49	32	101,998	34,104	30,539	34,467	29,111	3,512,637	277,409	55,231	3,512,637	277,409
Aircraft.....	73	87	1,048	1,048				37,312	45,489	253	37,312	45,489
British.....	506	428	1,994,618	1,743,978	1,810,224	655,418	396,584	59,782,861	65,668,618	63,414,745	59,782,861	65,668,618
Chinese.....	13	73	40,506	196,349	60,810	60,635	243,729	345,609	2,129,046	584,229	345,609	2,129,046
Danish.....	66	42	236,239	164,368	161,901	150,581	82,370	79,456	13,974,940	9,734,536	13,974,940	10,664,384
Dutch.....	143	150	675,212	659,997	575,997	144,356	83,968	69,717	12,883,436	12,429,521	12,883,436	12,429,521
French.....	1	4	3,012	6,617	5,200		155		70,794			
German.....	125	113	670,572	643,137	594,883	121,193	81,951	51,540	8,609,954	5,292,133	51,540	8,609,954
Greek.....	7	4	22,098	13,743	11,868	55,020	8,891	9,416,705	1,114,745	184,150	9,416,705	1,114,745
Hondurian.....	6	2	15,792	5,264		7,112		278,389				
Hungarian.....	1	1	1,506	1,509			3,012					
Italian.....	27	25	261,891	182,389	80,760	8,171	8,293	1,262,618	1,420,052	1,444,170	1,262,618	1,420,052
Japanese.....	353	314	1,263,538	1,021,201	941,519	1,069,900	902,082	545,993	57,018,319	60,303,958	545,993	60,303,958
Norwegian.....	188	150	602,598	483,598	411,465	431,926	398,909	295,842	31,449,786	29,856,895	31,449,786	29,856,895
Panamanian.....	7	10	23,350	39,750	43,544	10,758	10,128	19,855	2,219,990	3,641,103	19,855	2,219,990
Russian.....	2		1,281									
Swedish.....	49	24	157,429	86,387	84,404	130,748	39,607	6,318,483	2,646,254	2,346,846	6,318,483	2,646,254
Mail.....												
Totals.....	1,740	1,632	6,678,230	6,222,960	5,993,296	3,080,499	2,741,854	2,058,706	333,921,394	295,350,315	2,058,706	333,921,394

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

Quantities and Values of Sugar Exported to All Countries and to the United States During the Years 1899 to 1938

Year	Total to all countries		Total to the United States only	
	<i>Kilos</i>	<i>Value</i>	<i>Kilos</i>	<i>Value</i>
1899 to 1904.....	478,448,605	P36,354,606	89,600,341	P6,965,462
1905.....	108,498,717	10,146,466	43,591,777	4,204,146
1906.....	129,453,709	9,108,184	11,857,594	844,222
1907.....	127,917,216	8,391,342	10,989,024	807,702
1908.....	144,753,001	11,407,282	46,706,756	3,932,332
1909.....	129,327,880	11,216,574	53,072,968	5,299,208
1910.....	121,471,544	14,448,770	100,700,037	12,428,452
1911.....	209,044,397	22,151,346	187,658,886	20,204,206
1912.....	197,075,995	19,600,680	133,878,621	14,010,228
1913.....	157,333,707	14,065,778	30,716,886	3,128,072
1914.....	236,498,001	22,119,186	169,530,115	16,483,706
1915.....	211,012,817	22,620,430	82,841,168	10,283,159
1916.....	337,490,000	37,175,185	131,885,246	17,267,401
1917.....	205,908,492	24,555,357	62,377,758	10,811,518
1918.....	273,258,396	31,608,780	106,080,676	16,559,780
1919.....	136,060,322	30,415,701	32,159,363	7,717,934
1920.....	180,340,670	99,238,520	123,937,209	78,697,869
1921.....	289,876,158	51,037,454	150,478,581	33,752,357
1922.....	362,071,661	51,165,110	244,851,617	40,020,490
1923.....	271,982,988	69,038,246	230,554,837	60,754,301
1924.....	357,830,318	83,736,173	300,865,313	74,981,501
1925.....	546,832,094	91,028,005	403,988,711	82,833,682
1926.....	411,231,545	64,459,268	341,305,885	58,324,938
1927.....	553,324,007	100,591,919	508,317,150	95,773,973
1928.....	569,937,628	95,085,879	534,228,520	91,382,465
1929.....	695,868,138	106,488,298	670,952,762	104,307,859
1930.....	743,979,730	104,480,451	737,195,480	104,077,314
1931.....	752,932,232	99,926,210	752,283,772	99,888,929
1932.....	1,016,568,150	119,603,769	1,016,265,983	119,584,586
1933.....	1,078,652,571	128,666,851	1,078,595,545	128,657,977
1934.....	1,152,840,733	130,909,161	1,152,678,588	130,889,986
1935.....	516,232,686	65,981,359	515,377,475	65,898,341
1936.....	899,838,367	123,874,644	899,615,427	123,854,367
1937.....	871,045,130	115,412,387	868,007,653	115,221,041
1938.....	868,253,258	100,044,047	867,938,206	100,005,372

Quantities and Values of Hemp Exported to All Countries and to the United States During the Years 1899 to 1938

Year	Total to all countries		Total to the United States only	
	<i>Kilos</i>	<i>Value</i>	<i>Kilos</i>	<i>Value</i>
1899 to 1904.....	664,090,112	P198,986,978	271,324,176	P87,016,846
1905.....	130,437,128	43,514,688	72,919,336	25,296,286
1906.....	104,078,024	39,225,264	56,756,808	22,311,100
1907.....	117,241,320	39,378,986	52,454,048	18,633,078
1908.....	131,382,008	33,003,912	61,309,504	15,595,852
1909.....	167,953,119	33,792,000	101,533,184	20,868,082
1910.....	163,173,211	32,950,622	75,528,081	16,794,020
1911.....	148,202,047	28,970,254	63,580,150	15,535,580
1912.....	175,137,180	44,151,342	76,006,058	21,558,274
1913.....	119,821,435	42,242,168	47,144,252	19,574,432
1914.....	116,386,575	38,389,630	50,140,193	19,238,752
1915.....	142,010,431	42,678,200	69,251,180	22,702,566
1916.....	137,326,092	53,384,593	66,344,154	27,279,018
1917.....	169,435,204	93,615,559	95,580,320	59,291,095
1918.....	169,260,377	116,383,100	86,823,997	65,468,402
1919.....	121,247,668	53,703,052	65,509,134	32,390,957
1920.....	141,485,785	71,724,000	67,041,769	41,228,052
1921.....	100,401,940	25,969,385	34,558,262	10,914,117
1922.....	172,026,591	39,081,829	83,544,420	20,663,552
1923.....	190,441,769	49,903,150	82,469,508	25,270,622

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

Quantities and Values of Hemp Exported to All Countries and to the United States During the Years 1899 to 1938—Continued

Year	Total to all countries		Total to the United States only	
	<i>Kilos</i>	<i>Value</i>	<i>Kilos</i>	<i>Value</i>
1924.....	177,311,618	59,900,916	77,219,079	30,534,475
1925.....	151,024,143	71,043,292	59,922,277	36,401,298
1926.....	154,042,766	64,284,076	61,858,700	32,602,201
1927.....	148,825,719	59,374,258	48,546,218	24,523,951
1928.....	174,795,520	53,187,212	51,111,676	19,054,090
1929.....	189,424,060	56,841,100	67,903,822	24,552,726
1930.....	169,291,109	36,853,352	58,709,402	15,276,058
1931.....	132,113,838	17,885,813	27,901,877	5,023,467
1932.....	105,785,072	10,031,204	25,137,537	2,963,152
1933.....	152,066,053	13,747,719	36,188,679	4,025,869
1934.....	174,500,336	17,323,136	42,080,841	5,391,791
1935.....	188,200,505	22,947,933	44,473,911	7,622,019
1936.....	167,124,218	34,177,197	37,841,368	10,673,421
1937.....	165,339,398	43,279,373	40,674,525	13,702,086
1938.....	141,314,956	20,318,347	27,766,569	4,863,229

Values of Cigars and All Other Tobacco Products Exported to All Countries and to the United States, 1899 to 1938

Year	Total to all countries			Total to the United States only	
	Cigars	All other	Total	Cigars	All kinds
	<i>Value</i>	<i>Value</i>	<i>Value</i>	<i>Value</i>	<i>Total value</i>
1899 to 1904.....	₱13,784,666	₱11,720,238	₱25,504,904	₱47,854	₱79,208
1905.....	1,735,122	1,405,142	3,140,264	28,228	28,438
1906.....	2,008,014	1,717,808	3,725,822	59,340	74,458
1907.....	2,126,764	2,937,910	5,064,674	48,400	49,050
1908.....	2,118,656	3,533,428	5,652,084	36,752	37,496
1909.....	3,509,058	2,140,010	6,649,068	1,474,792	1,484,054
1910.....	5,519,322	3,298,640	8,817,962	3,121,598	3,157,122
1911.....	3,803,726	3,832,436	7,636,162	1,804,756	1,840,638
1912.....	6,184,128	4,542,636	10,726,764	3,916,642	3,990,990
1913.....	6,024,468	3,909,468	9,933,936	3,285,776	3,317,510
1914.....	4,630,318	3,724,746	8,355,064	2,400,252	2,424,018
1915.....	4,114,605	3,295,263	7,409,868	2,302,444	2,339,799
1916.....	5,688,751	5,963,598	11,652,349	4,066,242	4,456,620
1917.....	9,588,192	4,712,889	14,301,081	7,725,966	10,544,945
1918.....	14,252,637	12,917,189	27,169,826	11,365,675	14,667,875
1919.....	18,157,707	13,232,377	31,390,084	13,828,639	14,021,093
1920.....	25,442,276	14,412,506	39,854,782	21,092,607	22,133,305
1921.....	6,454,886	10,109,548	16,564,434	3,960,503	4,079,146
1922.....	11,602,219	5,738,017	17,340,236	8,519,576	8,787,463
1923.....	12,339,888	8,695,005	21,034,893	10,298,229	10,726,800
1924.....	10,809,323	8,916,395	19,725,718	8,839,563	9,141,110
1925.....	12,087,952	6,816,937	18,904,889	10,051,192	10,432,704
1926.....	11,323,377	5,939,786	17,263,163	9,138,435	9,448,798
1927.....	9,304,516	8,512,815	17,817,331	7,537,831	8,058,060
1928.....	9,530,279	7,612,594	17,142,873	7,711,343	8,768,293
1929.....	7,649,247	9,930,641	17,579,888	6,026,710	6,849,684
1930.....	7,090,446	8,582,325	15,672,771	5,620,557	6,705,605
1931.....	6,790,674	8,051,001	14,841,675	5,770,731	6,813,908
1932.....	6,462,436	6,337,682	12,800,118	5,771,048	6,486,682
1933.....	6,315,866	4,039,921	10,355,787	5,646,233	5,951,963
1934.....	7,211,020	3,176,512	10,387,532	6,463,543	6,727,306
1935.....	6,798,760	5,204,898	12,003,658	6,060,436	6,577,130
1936.....	5,492,653	4,996,913	10,489,566	4,744,362	5,124,099
1937.....	6,144,719	3,821,497	9,966,216	5,335,212	6,579,152
1938.....	6,049,228	3,880,051	9,929,279	5,390,612	6,335,251

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

Quantities and Values of Copra Exported to All Countries and to the United States During the Years 1899 to 1938

Year	Total to all countries		Total to the United States only	
	<i>Kilos</i>	<i>Value</i>	<i>Kilos</i>	<i>Value</i>
1899 to 1904	292,715,260	₱28,047,224	440,961	₱58,572
1905	55,748,625	6,489,406	102,504	16,000
1906	60,585,955	8,747,404	377,626	70,200
1907	58,622,437	9,568,302	2,109,002	395,116
1908	97,494,971	12,117,772	3,780,141	441,784
1909	109,033,203	15,345,730	5,943,618	844,356
1910	120,483,808	21,279,098	7,138,109	1,277,566
1911	142,147,546	26,039,124	15,209,138	2,756,690
1912	142,792,929	28,366,932	21,192,866	4,043,106
1913	82,219,363	19,091,448	10,027,813	2,398,166
1914	87,344,695	15,960,540	18,181,371	3,212,266
1915	139,092,902	22,223,109	21,217,754	3,520,090
1916	72,277,164	14,231,941	35,470,438	7,079,128
1917	92,180,326	16,654,301	68,253,929	12,235,902
1918	55,061,736	10,377,029	55,061,641	10,377,011
1919	25,094,027	8,839,376	2,313,967	818,246
1920	25,803,044	7,433,741	1,433,311	382,409
1921	150,335,314	26,146,913	52,928,570	8,665,554
1922	173,051,930	28,206,146	89,358,118	14,495,014
1923	207,131,379	38,493,998	129,258,587	23,979,863
1924	156,761,823	30,703,764	107,527,194	20,996,330
1925	146,708,639	31,737,405	116,158,042	25,168,099
1926	174,021,287	37,173,465	129,081,079	27,632,791
1927	199,318,985	38,311,481	157,827,446	30,476,313
1928	234,416,772	45,084,682	182,586,022	35,207,664
1929	173,572,680	31,131,641	129,617,988	22,881,796
1930	174,300,372	26,866,875	141,161,672	21,308,696
1931	174,239,165	18,300,808	120,884,929	12,104,657
1932	137,240,604	10,266,454	83,027,812	6,112,133
1933	308,753,468	17,912,057	208,000,951	11,902,453
1934	342,705,994	17,210,249	153,484,405	7,800,120
1935	252,899,640	21,974,660	208,093,906	18,212,020
1936	291,087,730	29,999,568	182,522,706	19,544,964
1937	236,543,566	31,969,399	207,471,095	28,849,959
1938	342,067,023	24,512,028	227,441,657	16,209,171

Quantities and Values of Coconut Oil Exported to All Countries and to the United States, 1908 to 1938

Year	Total to all countries		Total to the United States only	
	<i>Kilos</i>	<i>Value</i>	<i>Kilos</i>	<i>Value</i>
1908	2,852,110	₱684,560	1,751,450	₱410,104
1913	5,010,429	2,292,678	4,805,384	2,110,876
1914	11,943,329	5,238,366	11,896,975	5,904,326
1915	13,464,169	5,641,003	13,367,932	5,289,263
1916	16,091,169	7,851,469	15,307,429	7,658,748
1917	45,198,415	22,818,294	45,045,690	22,395,319
1918	115,280,847	63,328,317	113,534,729	62,798,528
1919	139,942,612	73,719,504	85,376,904	45,167,329
1920	77,571,405	46,537,773	71,944,801	43,706,086
1921	90,292,242	32,103,036	80,504,458	27,387,379
1922	107,208,191	31,468,971	106,645,417	31,958,505
1923	89,183,289	28,183,164	84,748,167	26,250,793
1924	111,628,803	37,622,061	110,556,972	37,756,811
1925	104,127,687	39,640,377	96,374,124	36,286,963
1926	117,290,853	44,690,433	114,931,957	43,852,048
1927	144,802,683	49,681,366	141,588,606	48,568,721
1928	142,243,147	46,978,345	140,833,659	46,479,041
1929	190,519,204	58,369,883	188,687,627	57,801,174
1930	147,364,631	38,310,763	146,104,467	37,923,563
1931	164,970,196	30,070,644	148,732,954	27,171,367
1932	114,672,757	15,302,287	110,259,160	14,671,659
1933	159,620,620	18,339,645	157,509,008	18,050,150
1934	144,835,675	13,589,742	135,936,781	12,793,114
1935	165,194,373	24,509,162	162,188,858	24,010,197
1936	159,622,830	27,743,518	150,923,888	26,273,827
1937	163,296,971	41,051,073	160,306,391	40,347,406
1938	165,623,270	21,532,910	159,564,028	20,706,682

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

Quantities and Values of Copra Meal Exported to All Countries and to the United States, 1917 to 1938

Year	Total to all countries		Total to the United States only	
	<i>Kilos</i>	<i>Value</i> ₱	<i>Kilos</i>	<i>Value</i> ₱
1917	1,066,684	7,255	13,282,441	₱1,248,114
1918	237,723	7,255	26,875,202	1,712,545
1919	37,596,690	2,173,471	12,920,898	424,101
1920	36,981,990	2,393,122	19,549,281	588,243
1921	44,419,166	1,208,930	32,439,859	1,179,955
1922	67,146,601	2,435,290	26,485,936	1,330,762
1923	50,818,778	1,798,548	13,354,435	882,451
1924	65,750,614	3,426,674	13,661,726	677,435
1925	55,787,366	3,396,928	18,793,726	1,213,685
1926	71,265,382	3,472,447	9,563,161	717,707
1927	90,761,976	4,969,078	10,592,486	814,340
1928	81,652,385	5,772,274	13,565,276	655,868
1929	113,792,153	7,585,573	5,740,990	195,296
1930	89,903,761	3,784,449	3,483,309	111,482
1931	98,625,559	3,041,605	10,771,596	258,307
1932	75,847,584	2,107,333	33,004,837	894,819
1933	99,916,715	2,115,107	32,077,402	1,235,359
1934	99,651,951	2,102,241	51,752,000	2,068,494
1935	101,864,072	3,278,847	46,297,953	2,837,601
1936	108,267,545	3,659,079	36,705,990	1,574,857
1937	110,528,941	5,800,358		
1938	129,340,816	5,495,086		

Quantities and Values of Desiccated and Shredded Coconut Exported to All Countries and to the United States, 1922 to 1938

Year	Total to all countries		Total to the United States only	
	<i>Kilos</i>	<i>Value</i> ₱	<i>Kilos</i>	<i>Value</i> ₱
1922	960,389	₱419,348	959,674	₱419,042
1923	4,349,152	1,806,247	4,346,939	1,805,152
1924	8,133,951	3,197,119	8,126,834	3,194,826
1925	12,523,211	5,217,746	12,507,700	5,211,222
1926	14,327,791	5,515,315	14,300,547	5,503,929
1927	15,183,651	5,700,120	15,136,830	5,680,572
1928	20,364,561	7,447,141	20,338,711	7,436,537
1929	22,285,523	7,080,247	22,269,245	7,074,007
1930	19,932,786	5,925,689	19,906,968	5,917,419
1931	16,821,633	3,644,257	16,803,469	3,639,381
1932	16,072,645	3,233,402	16,061,333	3,230,894
1933	17,927,275	3,365,609	17,901,865	3,359,992
1934	23,535,737	4,509,079	23,524,464	4,506,471
1935	33,968,041	7,924,630	33,816,068	7,883,876
1936	33,712,600	8,794,125	33,288,955	8,706,276
1937	40,744,896	12,693,263	40,436,231	12,608,591
1938	34,277,441	7,632,715	34,229,455	7,621,299

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

*Distribution of the Values of Total Trade with Various Leading Countries
During the Years 1899 to 1938. Values Expressed
in Millions of Pesos*

Calendar Year	United States	United Kingdom	Japan	China	French East Indies	France	Spain	Hongkong	British East Indies	Australasia	Germany	All Other	Total trade
1899	10.6	13.6	2.4	24.7	---	1.7	7.4	---	2.3	1.9	1.9	1.6	68.1
1900	10.2	27.4	2.5	23.7	1.5	7.0	7.1	---	5.5	1.6	3.5	5.7	95.7
1901	16.2	33.7	5.3	16.2	4.7	6.5	6.4	---	8.2	2.4	4.6	5.1	109.3
1902	31.3	27.3	2.9	20.3	11.2	7.0	7.3	---	5.0	1.6	4.7	5.4	124.0
1903	33.8	28.2	4.9	10.1	16.4	8.8	5.8	4.7	6.8	2.3	4.1	6.5	132.4
1904	33.5	26.8	3.3	8.0	12.8	4.9	6.3	5.0	5.5	3.3	3.2	4.9	117.5
1905	40.9	26.6	3.0	7.6	10.7	6.2	7.3	6.1	3.8	3.8	3.9	6.2	127.0
1906	32.7	26.3	2.6	9.5	7.7	7.2	6.8	6.7	4.2	4.1	4.3	6.0	118.1
1907	30.8	32.4	3.2	9.6	8.2	8.6	7.3	5.4	5.1	4.9	4.8	6.8	127.1
1908	31.1	26.3	3.5	7.2	11.1	10.2	6.2	6.0	3.2	5.5	4.6	8.7	123.6
1909	42.3	21.4	3.8	8.2	9.4	11.6	7.0	5.2	3.4	5.9	5.5	8.3	132.0
1910	74.6	26.9	5.8	6.6	13.4	17.7	7.0	3.4	4.2	6.0	6.2	8.9	180.7
1911	78.2	24.7	6.5	5.1	13.7	18.9	6.8	3.7	4.3	6.1	6.9	10.8	185.7
1912	94.4	29.8	11.2	6.0	22.8	20.4	8.0	4.9	7.4	7.9	9.0	11.4	233.2
1913	86.2	28.9	14.6	7.7	5.4	13.9	7.4	7.4	4.0	6.6	9.3	10.8	202.2
1914	96.9	23.4	13.3	7.2	6.3	10.0	6.9	4.6	3.8	6.1	6.7	9.4	194.6
1915	101.1	25.0	15.0	7.9	13.8	12.6	7.0	7.3	3.7	3.9	0.5	9.5	206.3
1916	117.1	30.0	19.1	9.7	13.0	7.0	6.7	8.4	4.8	3.1	0.2	11.8	230.9
1917	201.8	26.5	31.1	12.8	11.3	4.5	4.9	11.2	4.3	6.0	0.3	8.1	322.8
1918	296.0	44.5	42.1	19.7	16.6	4.1	7.9	10.1	7.0	8.9	---	10.7	467.6
1919	264.3	37.1	37.3	21.9	10.5	11.4	9.7	14.9	7.6	10.7	0.7	37.4	463.5
1920	395.0	34.6	47.1	25.9	10.2	5.8	12.9	15.0	9.6	10.2	2.8	32.0	601.1
1921	249.0	17.9	35.1	24.2	6.5	7.8	9.5	10.0	5.4	5.8	7.4	29.3	407.9
1922	223.7	16.8	29.0	17.8	6.2	4.5	7.5	5.7	4.6	7.1	7.9	20.8	351.6
1923	270.8	23.3	31.5	15.9	8.3	7.2	10.8	5.2	5.3	6.2	6.6	25.4	416.5
1924	315.4	30.0	29.6	19.9	19.6	7.0	10.2	5.4	4.9	6.2	9.5	28.8	486.7
1925	356.7	35.9	33.6	20.9	13.1	6.5	10.1	4.2	7.7	7.8	10.2	30.5	537.2
1926	343.2	24.8	37.8	19.6	9.2	8.4	9.9	3.4	7.7	7.4	12.7	28.3	512.4
1927	375.0	27.9	37.6	18.2	2.5	6.5	13.1	3.3	7.5	6.3	13.4	31.6	542.9
1928	398.9	27.6	39.8	20.1	4.9	8.5	12.0	3.4	8.4	6.1	15.6	34.1	579.4
1929	434.1	26.0	38.1	20.6	11.6	7.8	14.3	2.7	9.4	5.4	16.8	36.4	623.2
1930	367.1	19.1	34.7	15.5	2.0	5.6	11.5	1.5	8.2	3.5	13.1	30.7	512.5
1931	291.1	14.4	29.1	14.2	1.1	5.1	9.9	1.0	4.6	3.3	9.8	22.7	406.3
1932	267.9	8.4	17.5	11.9	1.0	3.7	8.2	0.7	4.2	2.4	8.6	15.0	349.5
1933	269.7	8.0	17.2	8.6	1.2	5.5	5.1	0.9	3.4	2.5	7.5	16.6	346.2
1934	292.4	9.0	29.2	8.0	0.5	6.9	2.4	1.4	4.4	2.6	9.3	21.9	388.0
1935	258.6	9.3	35.0	7.3	0.8	3.9	5.9	1.7	4.2	3.6	6.9	2.3	359.5
1936	360.5	13.6	43.3	7.3	4.2	5.3	4.6	2.3	4.8	5.5	10.7	35.5	497.6
1937	399.5	17.9	52.2	5.5	2.8	3.2	0.3	4.2	6.2	6.0	11.9	42.2	551.9
1938	359.6	11.7	40.4	8.0	1.0	5.2	0.6	3.4	6.0	5.7	11.2	44.0	496.8

Period	Total trade with the United States	Per cent	Other countries	Per cent	Grand total foreign commerce	Per cent
1899 to 1936	₱7,069,656,074	59.50	₱4,811,215,485	40.50	₱11,880,871,559	100.00
1899 to 1937	7,437,746,189	59.82	4,995,098,254	40.18	12,432,844,433	100.00
1899 to 1938	7,797,350,635	60.30	5,132,299,457	39.70	12,929,650,092	100.00

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

*Values of Imports, Exports and Total Trade of the Philippine Islands,
1899 to 1938*

Calendar Year	Values of foreign commerce			Trade balances	
	Imports	Exports	Total trade	In favor of—	Against—
1899	P38,385,972	P29,603,164	P68,079,136		P8,692,808
1900	49,727,558	45,980,746	95,708,304		3,746,812
1901	60,324,942	49,006,706	109,331,648		11,318,236
1902	66,684,332	57,343,808	124,028,140		9,340,524
1903	67,622,768	64,793,492	132,416,260		2,829,276
1904	59,155,462	58,299,000	117,454,462		856,462
1905	60,101,100	66,909,548	127,010,648	P6,808,448	
1906	52,807,536	65,285,784	118,093,320	12,478,248	
1907	60,907,620	66,195,734	127,103,354	5,288,114	
1908	58,372,240	65,202,144	123,574,384	6,829,904	
1909	62,168,838	69,848,674	132,017,512	7,679,836	
1910	99,438,722	81,256,926	180,695,648		18,181,796
1911	96,048,814	89,674,254	185,723,068		6,374,560
1912	123,335,802	109,846,600	233,182,402		13,489,202
1913	106,625,572	95,545,912	202,171,484		11,079,660
1914	97,177,306	97,379,268	194,556,574	201,962	
1915	98,624,367	107,626,008	206,250,375	9,001,641	
1916	90,992,675	139,874,365	230,867,040	48,881,690	
1917	131,594,061	191,208,613	322,802,674	59,614,552	
1918	197,198,423	270,388,964	467,587,387	73,190,451	
1919	237,278,104	226,235,652	463,513,756		11,042,452
1920	298,876,565	302,247,711	601,124,276	3,371,146	
1921	231,677,148	176,230,645	407,907,793		55,446,503
1922	160,395,289	191,166,596	351,561,885	30,771,307	
1923	174,999,494	241,505,980	416,505,474	66,506,486	
1924	216,021,790	270,689,325	486,711,115	54,667,535	
1925	239,465,667	297,754,410	537,220,077	58,288,743	
1926	238,597,984	273,768,639	512,366,623	35,170,655	
1927	231,702,943	311,148,170	542,851,113	79,445,227	
1928	269,313,796	310,109,092	579,422,888	40,795,296	
1929	294,320,549	328,893,685	623,214,234	34,573,136	
1930	246,185,907	266,334,255	512,520,162	20,148,348	
1931	198,357,437	207,944,148	406,301,585	9,586,711	
1932	158,790,170	190,676,161	349,466,331	31,885,991	
1933	134,722,926	211,542,105	346,265,031	76,819,179	
1934	167,214,221	220,807,271	388,021,492	53,593,050	
1935	171,047,699	188,491,360	359,539,059	17,443,661	
1936	202,252,349	295,350,315	497,602,664	93,097,966	
1937	218,051,490	333,921,394	551,972,884	115,869,904	
1938	265,215,095	231,590,554	496,805,649		33,624,541

FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS

*Number and Registered Net Tonnage of Foreign and Domestic Vessels
Entered the Port of Manila, 1899 to 1938*

Calendar Year	Foreign		Domestic		Totals	
	Number	Tonnage	Number	Tonnage	Number	Tonnage
1899 to 1904.....	3,066	4,977,435	9,540	1,890,238	12,606	6,894,673
1905.....	558	1,057,639	1,932	421,750	2,490	1,479,389
1906.....	532	1,056,440	1,916	385,371	2,448	1,441,811
1907.....	517	1,076,929	2,202	453,703	2,719	1,530,632
1908.....	591	1,215,615	2,360	465,949	2,951	1,681,564
1909.....	552	1,345,414	2,283	478,551	2,835	1,823,965
1910.....	589	1,345,419	2,502	485,551	3,091	1,830,970
1911.....	753	1,649,202	2,847	568,280	3,600	2,217,482
1912.....	817	1,821,353	2,856	603,190	3,673	2,424,543
1913.....	810	1,952,546	2,734	651,815	3,544	2,604,361
1914.....	775	1,926,394	2,676	657,600	3,451	2,583,994
1915.....	651	1,606,275	2,705	617,653	3,356	2,223,928
1916.....	657	1,495,014	2,831	553,072	3,488	2,048,086
1917.....	564	1,385,050	3,426	565,838	3,990	1,750,888
1918.....	540	1,380,194	3,751	557,763	4,291	1,937,857
1919.....	642	1,629,553	3,303	584,917	3,945	2,214,470
1920.....	922	2,717,570	3,164	618,997	4,086	3,336,567
1921.....	807	2,573,909	3,113	620,667	3,920	3,194,576
1922.....	842	2,981,499	3,469	689,087	4,311	3,670,586
1923.....	923	3,284,706	3,301	704,502	4,224	3,989,208
1924.....	950	3,557,441	3,308	692,204	4,258	4,249,645
1925.....	903	3,574,285	3,259	742,238	4,162	4,316,523
1926.....	927	3,839,378	3,393	823,065	4,320	4,662,443
1927.....	990	3,953,621	3,261	848,726	4,251	4,789,634
1928.....	1,038	4,128,734	3,370	861,687	4,408	4,990,421
1929.....	1,265	4,932,712	3,568	933,552	4,833	5,866,264
1930.....	1,273	5,116,594	3,671	972,695	4,944	6,089,289
1931.....	1,187	4,911,426	3,448	1,079,764	4,635	5,991,190
1932.....	1,125	4,880,516	3,510	1,044,703	4,635	5,925,219
1933.....	1,192	5,120,617	3,372	934,244	4,564	6,054,861
1934.....	1,232	5,191,614	3,161	984,302	4,393	6,175,916
1935.....	1,184	5,086,414	3,048	1,107,080	4,232	6,193,494
1936.....	1,276	5,340,229	3,570	1,112,513	4,846	6,452,742
1937.....	1,300	5,330,114	3,834	1,185,428	5,134	6,515,542
1938.....	1,265	5,262,234	4,097	1,324,749	5,362	6,586,983

STEAMSHIP LINES OPERATING IN THE PHILIPPINES' FOREIGN TRADE

Name of Steamship Line	Service, Ports of Call and Other Particulars	Manila Agents
American and Manchurian Line. (U. S. Atlantic-Manila Service, also, Philippine-China Service).	Monthly freight and passenger service to and from U. S. Atlantic ports. <i>Outward bound:</i> Philippine ports to Halifax, Montreal, Boston, New York, Baltimore and Norfolk via Singapore and Cape of Good Hope. <i>Manila-bound:</i> New York to Manila via Panama, Los Angeles and San Francisco. Also, Philippine China Service.	Smith, Bell & Co., Ltd., Hongkong-Shanghai Bank Building.
American Pioneer Line. (U. S. Atlantic-Orient Service).	Monthly freight service to and from U. S. Atlantic Coast ports. <i>Outward-bound:</i> Philippine ports to New York, Boston, Philadelphia and Baltimore via Hongkong, Shanghai and Panama. <i>Manila-bound:</i> Atlantic Coast ports to Manila via Panama and Honolulu direct.	American President Lines, Ltd., Port Area.
American President Lines, Ltd. (Around the world "President").	Fortnightly freight and passenger service from New York, Round-the-World, calling at Havana, Cristobal, Balboa, Los Angeles, San Francisco, Honolulu, Yokohama, Kobe, Hongkong, Manila, Singapore, Penang, Colombo, Bombay, Suez, Port Said, Alexandria, Naples, Genoa, New York and Boston. Four of the vessels in this service carry no passengers and operate from New York to Los Angeles, San Francisco, thence direct to Manila, proceeding from here to Hongkong, Singapore and then calling at balance of ports mentioned above.	American President Lines, Ltd., Port Area.
American President Lines, Ltd. (San Francisco-Manila Service).	Fortnightly service from San Francisco to the Philippines and return. These vessels call Honolulu, Yokohama, Kobe, Shanghai, Hongkong, Manila, returning via the same ports to San Francisco and Los Angeles.	American President Lines, Ltd., Port Area.
Australia Oriental Line. (Australia-Manila-Hongkong Service).	Monthly freight and passenger service to and from Australian ports and Hongkong. <i>Outward-bound:</i> Hongkong and Manila to Melbourne via Thursday Island, Cairns, Towns- send, Brisbane and Sydney. <i>Manila-bound:</i> Same ports in reverse, thence to Hongkong and return.	G. S. Yuill & Company, PTY Ltd., 503-511 Echagüe.
Bank Line. (U. S. Atlantic-Pacific Service).	Monthly freight and passenger service to and from U. S. Atlantic and Pacific ports. <i>Outward-bound:</i> Philippine ports to New York, Boston and Baltimore via Java, Singapore and Cape of Good Hope. <i>Manila-bound:</i> New York to Manila via Panama, Los Angeles and San Francisco.	Smith, Bell & Co., Ltd., Hongkong-Shanghai Bank Building.
Barber Line. (Outward from U. S. ports only).	Fortnightly freight and passenger service from U. S. Atlantic and Pacific ports. <i>Manila-bound:</i> New York and Hampton Roads to Manila via Panama and Los Angeles direct. (Returning to U. S. as Barber-Wilhelmsen Line and Dodwell-Castle Line).	Macondray & Company, Inc., China Bank Building.
Ben Line, Ltd. (Europe-Philippine Service).	Monthly freight and passenger service to and from British and North European ports. <i>Outward-bound:</i> Philippine ports to London, Rotterdam, Antwerp and Hamburg via Singapore and Suez. <i>Manila-bound:</i> Same ports in reverse. Also, Philippine-China-Japan Service.	Hanson, Orth & Stevenson, Inc., Chaco Building.
Blue Funnel Line. (U. S. Atlantic-Philippine Service).	Monthly freight and passenger service to and from U. S. Atlantic and Pacific Coast ports. <i>Outward-bound:</i> Philippine ports to Boston, New York, Philadelphia, Baltimore and Montreal via Cape of Good Hope. <i>Manila-bound:</i> U. S. Atlantic ports to Manila via Panama and Los Angeles.	Hanson, Orth & Stevenson, Inc., Chaco Building.

STEAMSHIP LINES OPERATING IN THE PHILIP PINES' FOREIGN TRADE—Continued

Name of Steamship Line	Service, Ports of Call and Other Particulars	Manila Agents
Blue Funnel Line..... (Manila-China-Japan Service).	Monthly freight and passenger service to and from China and Japan ports. <i>Outward-bound:</i> Manila to Hongkong, Shanghai and Japan ports. <i>Manila-bound:</i> Same ports in reverse.	Hanson, Orth & Stevenson, Inc., Chaco Building.
Blue Funnel Line..... (Europe-Philippine Service and also, Manila-China-Japan Service).	Monthly freight and passenger service to and from British and European ports. <i>Outward-bound:</i> Philippine ports to European ports via Singapore and Suez. <i>Manila-bound:</i> Glasgow to Manila via Liverpool, Suez and Singapore. Also, China and Japan service.	Smith, Bell & Co., Ltd., Hongkong-Shanghai Bank Building.
Blue Funnel-Glen Line..... (Joint European Service).	Frequent freight service to and from British and North European ports. <i>Outward-bound:</i> Manila and Cebu to Havre, Liverpool, Glasgow, London, Rotterdam, Hamburg and Antwerp via Singapore and Suez. <i>Manila-bound:</i> Same ports in reverse.	Joint operators: Smith, Bell & Co., Ltd. and International Harvester Co. of Philippines, Manila.
Burns, Philip & Co., Ltd. Line..... (Australia-Manila-China Service).	Bi-monthly freight and passenger service to and from Australia and Hongkong. <i>Outward-bound:</i> Manila to Melbourne via Sandakan, Rabaul, Salamaua and Sydney. <i>Manila-bound:</i> Same ports in reverse except Sandakan; thence to Hongkong and return to Manila.	Macondray & Company, Inc., China-Bank Building.
Canadian Pacific Steamships, Ltd. (Empress Liners).	Fortnightly freight and passenger service to and from Vancouver, B. C. <i>Outward-bound:</i> Manila to Vancouver via Hongkong, Shanghai, Kobe, Yokohama and Honolulu. <i>Manila-bound:</i> Vancouver to Manila via Honolulu, Yokohama, Kobe, Shanghai and Hongkong. Note: Empresses Canada and Japan call at Honolulu.	Canadian Pacific Steamships, Ltd., Marsman Building, Port Area.
China Navigation Company..... (Amoy-Manila Service).	Ten-day freight and passenger service to and from Amoy, China, calling at Manila only.	Smith, Bell & Co., Ltd., Hongkong-Shanghai Bank Building.
Dodwell-Castle Line..... (Outward from P. I. only).	Monthly freight and passenger service to U. S. Atlantic and Pacific ports. <i>Outward-bound:</i> Philippine port to New York and other Atlantic ports via Java, Singapore, African ports and Cape of Good Hope. (Barber Line outward from New York).	Macondray & Company, Inc., China Bank Building.
East Asiatic Company, Ltd. (Europe-Par East Service).	Monthly freight and passenger service to and from European ports. <i>Outward-bound:</i> Manila to Europe via Singapore, Suez to North European ports. <i>Manila-bound:</i> Copenhagen to Manila via Copenburg, Antwerp, Rotterdam, Genoa, Port Said, Colombo, Singapore. Thence to Hongkong, Shanghai, Yokohama, Kobe and Dairen.	Menzi & Co., Inc., 180 Juan Luna.
Eastern & Australian S/S Co., Ltd. (Australia-Manila-China Service).	Monthly freight and passenger service to and from Australia. <i>Outward-bound:</i> Manila to Rabaul, Brisbane, Sydney, Melbourne and Hobart. <i>Manila-bound:</i> Same ports in reverse; thence to Hongkong, Shanghai and Japan ports and return to Manila.	Smith, Bell & Co., Ltd., Hongkong-Shanghai Bank Building.
Ellerman Line..... (Europe-Philippine Service).	Monthly freight and passenger service to and from British and North European ports. <i>Outward-bound:</i> Philippine ports to Havre, London, Rotterdam and Hamburg via Singapore and Suez. <i>Manila-bound:</i> British and European ports to Manila via Suez, Hongkong, Japan and Dairen.	Hanson, Orth & Stevenson, Inc., Chaco Building.
Fern Line..... (U. S. Gulf-Manila Service).	Seasonal mail, passenger and general cargo to and from U. S. Atlantic Coast and Gulf ports via San Pedro. Philippine ports of call: Manila-Iloilo-Cebu and out ports.	Everett Steamship Corporation, 22 ^d Dasmariñas.

Hamburg-Amerika Linie (1) (Europe-Far East Service).	Fortnightly freight and passenger service to and from Europe. <i>Europe-bound</i> : Manila to Europe via Singapore, Colombo, Suez, Genoa, Marseilles, Barcelona, Rotterdam, Bremen, Hamburg and Antwerp. <i>Manila-bound</i> : Same ports in reverse. Also, Manila-China-Japan passenger and freight service.	German Steamship Agencies (P. I.), Insular Life Building.
Hamburg-Amerika Linie (1) (Philippine-U. S. Freight Service).	Monthly freight service to and from U. S. Atlantic Coast and Gulf port. <i>U. S.-bound</i> : Manila and southern ports to Los Angeles, Cristobal, New York, Baltimore and New Orleans, via Japan. <i>Manila-bound</i> : Same ports in reverse via Japan and China ports.	German Steamship Agencies (P. I.) Insular Life Building.
Holland-East Asia Line (Europe-Manila Service).	Monthly freight and passenger service to and from Europe. <i>Outward-bound</i> : Manila to Europe via Singapore, Colombo, Aden, Suez, Marseilles, Antwerp, Rotterdam, Amsterdam and Hamburg. <i>Manila-bound</i> : Same ports in reverse.	Eastern & Philippine Shipping Agency, Marsman Building, Port Area.
Isthmian Steamship Company, (Around-the-world Service).	Fortnightly freight service to and from U. S. North Atlantic port. <i>Outward-bound</i> : Manila to Boston, New York, Philadelphia and Baltimore via Java, Singapore and Suez or Panama Canal. <i>Manila-bound</i> : U. S. Atlantic ports to Manila via Panama and Honolulu direct.	International Harvester Co., Chaco Building.
Java-China-Japan Line (Manila Orient Service).	Fortnightly freight and passenger service to and from Oriental ports. <i>Outward-bound</i> : Philippine ports to Menado, Makassar, Bali and Java ports and return. Also, Manila to Hongkong, Amoy, Shanghai and return to Manila (To Java, 3-weekly service and to China, 3 times a month).	Eastern & Philippine Shipping Agency, Marsman Building, Port Area.
Kawasaki Kisen Kaisha "K" Line (U. S. Atlantic & Gulf Service).	Seasonal freight service to and from U. S. Atlantic and Gulf ports. <i>Outward-bound</i> : Philippine ports to North Atlantic and Gulf ports via Japan and Panama. <i>Manila-bound</i> : Same ports in reverse.	Roosevelt Steamship Agency, Trade and Commerce Building.
Kellog Steamship Corporation, (U. S. Atlantic-Gulf Service).	Monthly or occasional tanker service to and from U. S. Atlantic and Gulf ports. <i>Outward-bound</i> : Manila and Cebu to New York and New Orleans via Panama Canal. <i>Manila-bound</i> : Same ports in reverse. Liquid cargo only.	Spencer Kellog & Sons (P. I.), Inc., Manila.
"K.P.M." Line (Royal Packet Navigation Co.).	Monthly freight and passenger service to and from Cape Town and other African ports. <i>Outward-bound</i> : Manila to Cape Town via Saigon, Bangkok, Singapore, Batavia and African ports. <i>Manila-bound</i> : African ports, Batavia, Singapore, Hongkong, Shanghai and Hongkong to Manila.	Eastern and Philippine Shipping Agency, Marsman Building, Port Area.
Klaveness Line (Pacific Coast-P. I. Service).	Monthly freight and passenger service to and from U. S. Pacific Coast ports. <i>Outward-bound</i> : Philippine ports to Los Angeles, San Francisco and Portland. <i>Manila-bound</i> : Same ports in reverse.	Smith, Bell & Co., Ltd., Hongkong- Shanghai Bank Building.
Kokusai Line (Philippine-U. S. Atlantic-Gulf Service).	Fortnightly freight service to and from U. S. Atlantic and Gulf ports. <i>Outward-bound</i> : Philippine ports to New York via Straits Settlements, Japan ports, Los Angeles and Panama. <i>Manila-bound</i> : North Atlantic ports to Manila via New Orleans, Panama and Japan ports.	American Steamship Agencies, Inc., Derham Building, Port Area.
Lloyd Triestino S. S. Co. (Italian Line).	Monthly service freight and passenger to and from Italian ports. <i>Outwards</i> : Genoa or Trieste, Naples, Port Said, Suez, Massaua, Aden, Bombay, Colombo, Singapore, Manila, Hongkong and Shanghai. <i>Homewards</i> : Same ports as outwards.	F. E. Zuellig, Inc., 55-63 Rosario.

1 All service suspended indefinitely since the outbreak of the European War.

STEAMSHIP LINES OPERATING IN THE PHILIPPINES' FOREIGN TRADE—Continued

Name of Steamship Line	Service, Ports of Call and Other Particulars	Manila Agents
Maersk Line. (U. S. East & West Coast Service).	Fortnightly freight and passenger service to and from U. S. Atlantic and Pacific ports. <i>Outward-bound:</i> Philippine ports to U. S. ports via Singapore, Japan ports, Los Angeles and Panama. <i>Manila-bound:</i> Same ports in reverse.	Cia. Gral. de Tabacos de I. F., 142 13th street, Port Area.
Mitsui Line. (U. S. Atlantic & Gulf Service).	Monthly and seasonal freight and passenger service to and from U. S. Atlantic and Gulf ports. <i>Outward-bound:</i> Philippine ports to U. S. ports via Singapore, Japan ports, Los Angeles and Panama. <i>Manila-bound:</i> Same ports in reverse.	Mitsui Bussan Kaisha, Ltd., National City Bank Building.
Mitsui Line. (Japan-Philippine Service).	Twenty-day freight and passenger service to and from Japan ports. <i>Outward-bound:</i> Manila, Cebu, Iloilo and Davao to Kawasaki, Yokohama, Nagoya, Osaka and Kobe. <i>Manila-bound:</i> Same ports to Manila in reverse.	Mitsui Bussan Kaisha, Ltd., National City Bank Building.
Moller Line. (P. I.—Far East Service).	Seasonal freight service to and from Far East ports.	States Steamship Company, Inc., Derham Building, Port Area.
"N. Y. K." Line. (Atlantic-Gulf-Pacific Service).	Monthly freight service to New Orleans. <i>Outward-bound:</i> Philippine ports to New Orleans via Los Angeles, Panama and Havana direct. <i>Manila-bound:</i> New Orleans to Japan ports via Panama. (No cargo received for Philippine ports from New Orleans).	Warner, Barnes & Co., Ltd., Soriano Building.
"N. Y. K." Line. (Manila-Japan-Australia Service).	Monthly freight and passenger service to and from Australia and Japan ports. <i>Outward-bound:</i> Manila to Australia via Davao. <i>Manila-bound:</i> Australian ports to Manila, thence to Hongkong and Japan ports and return to Manila.	Warner, Barnes & Co., Ltd., Soriano Building.
"N. Y. K." Line. (Davao-Japan Service).	Tri-weekly freight and passenger service between Davao and Japan ports.	Warner, Barnes & Co., Ltd., Soriano Building.
"N. Y. K." Line. (Cebu-Europe Service).	Monthly freight service from Cebu to European ports.	Warner, Barnes & Co., Ltd., Soriano Building.
Norddeutscher Lloyd Bremen Line. (Europe-Far East Service).	Monthly freight and passenger service to and from European and British ports. <i>Outward-bound:</i> Manila to Europe via Singapore, Suez, Marseilles, Barcelona, Southampton, Rotterdam, Bremen and Hamburg. <i>Manila-bound:</i> Same ports in reverse. Also, Manila China Japan Service.	German Steamship Agencies (P. I.), Inc., Insular Life Building.
Osaka Shosen Kaisha Line. (Philippine-Japan Service).	Fortnightly freight and passenger service to and from Japan ports. <i>Outward-bound:</i> Philippine ports to Takao, Keelung, Kobe, Osaka, Yokohama and Nagoya. <i>Manila-bound:</i> Same ports in reverse plus Amoy.	Cia. Gral. de Tabacos de I. F., 142 13th Street, Port Area.
Osaka Shosen Kaisha Line. (U. S. Atlantic P. I. Service).	Seasonal freight service to and from U. S. Atlantic Coast ports. <i>Outward-bound:</i> Philippine ports to U. S. Atlantic ports via Hongkong, China and Japan ports and Panama. <i>Manila-bound:</i> Same ports in reverse.	Cia. Gral. de Tabacos de I. F., 142 13th Street, Port Area.
Prince Line-Silver Line. (Joint around-the-world Service).	Fortnightly freight and passenger service to and from New York. <i>Outward-bound:</i> Manila to New York via Celebes, Java, Straits Settlements, Colombo and Cape of Good Hope. <i>Manila-bound:</i> New York to Manila via Panama and Los Angeles direct. Also, Manila-Shanghai-Hongkong Service.	Roosevelt Steamship Agency, Trade and Commerce Building.

Everett Steamship Corporation 223
Dasmariñas.

De la Rama Steamship Co., Inc.,
1011 Muelle de la Industria.

Menzi & Company, Inc., 180 Juan
Luna.

C. F. Sharp & Co., Inc., 520 Insular
Life Building.

States Steamship Company, Derham
Building, Port Area.

States Steamship Company, Derham
Building, Port Area.

International Harvester Company,
Chaco Building.

Manila Shipping Co., Inc., Derham
Building, Port Area.

C. F. Sharp & Co., Inc., 520 Insular
Life Building.

Macondray & Company, Inc., China
Bank Building.

Everett Steamship Corporation, 223
Dasmariñas.

Fortnightly mail and general cargo. Puget Sound ports to P. I. via China and Japan. P. I. to P. get Sound ports (including British Columbia) via Japan; *Philippines ports of call*: Manila, Iloilo and Cebu.

Monthly regular sailings from Manila and Southern Philippine ports to U. S. North Atlantic port; loading at New York and California ports from Manila and P. I. ports (West and East bound). All vessels have deep tanks for liquid cargo, excellent accommodation for passengers service, speed, 14 knots.

Monthly freight service from Europe to the Far East from Hamburg, Antwerp, Rotterdam via Genoa, Suez, Singapore to Manila. Thence to Hongkong, Shanghai, Yokohama, Kobe, Dairen. *Europe bound*, same ports omitting Manila.

Monthly freight and passenger service to and from Los Angeles, San Francisco and Portland. Deep tanks for coconut oil.

Weekly freight and passenger service to and from Pacific Coast ports direct. *Outward-bound*: Philippine ports to Los Angeles, San Francisco and Portland direct. *Manila-bound*: Portland to Manila via Los Angeles and San Francisco direct. Also, Manila-Calcutta service.

Monthly freight service to and from the Pacific Coast of the U. S. A. -----

Monthly freight and passenger service to and from Europe. *Outward-bound*: Philippine ports to Europe via Singapore, Suez, Marseilles, Algiers, Antwerp, Rotterdam, Amsterdam, Hamburg, Copenhagen and Oslo. *Manila-bound*: Same ports in reverse.

Monthly freight (ore), P. I. to Japan; and seasonal (sugar), P. I. to U. S. Atlantic coast.

Bi-monthly freight service to and from New York, Baltimore, Philadelphia and New Orleans.

Monthly freight and passenger service to and from Europe. *Outward-bound*: Manila to Europe via Singapore, Suez, Marseilles, Barcelona, Antwerp, Rotterdam, Oslo, etc. *Manila-bound*: Same ports in reverse, thence to Hongkong, Shanghai, Japan and North China ports and return.

Monthly, and seasonal, mail and general cargo; P. I. to Japan and Pacific Coast and P. I. to U. S. Atlantic and South American ports via San Pedro, returning same route. Philippine ports of call: Manila, Iloilo, Cebu and outports.

Puget Sound Orient Line.-----
(Puget Sound-P. I.-China-Japan Service).

Rama, de la, Line.-----
(New York Service, via Panama Canal).

Rickmers Line.-----
(Europe-Manila Service).

Salen Line, The.-----
(P. I.-U. S. Service).

Silver-Java-Pacific Line.-----
(Pacific Coast-Manila Service).

States Steamship Company.-----
(P. I.-Pacific Coast Service).

Swedish East Asiatic Co., Ltd.-----
(Europe-Philippine Service).

Tatsuuma Kisen Kabushiki Kaisha Line.-----
(P. I.-Japan-U. S. Atlantic Coast Service).

Waterman.-----
(P. I.-Gulf & Atlantic Ports).

Wilhelmsen Line.-----
(Europe-Philippine Service).

Yamashita Line.-----
(P. I.-Japan-Pacific Coast Service)

1. All service suspended indefinitely since the outbreak of the European War.

CX510

GRAD
HF
3820
.M3
A2
1939
cop.2
Bulmer



The Port of Manila.

B 988,552