PHILIPPINE RESEARCH/RESOURCE FJUN 2 2 1973

EAST-WEST COMMUNICATION INSTITUTE

the COMMUNICATOR

PUBLISHED BY: THE NATIONAL OFFICE OF MASS MEDIA
THE PHILIPPINE FEDERATION OF CATHOLIC BROADCASTERS

2307 HERRAN, STA. ANA
P.O. BOX 3169, MANILA
PHILIPPINES

TELEPHONE: 58-48-28 • 59-76-41
59-41-76 • 59-76-14
50-24-22

ASIA COLLECTION
UNIVERSITY OF HAWAII LIBRARY

Entered as second class mail
Manila, November 8, 1972

Volume One
Number twenty-three

WEDNESDAY, APRIL 4, 1973

TRAFFIC

* **52% of all the vehicles in the country are registered in Greater Manila.**

* Yet Greater Manila contains only 2% of the country's streets and roads.

* Traffic is a function of land use. The more intense the occupancy of a given space, the greater the volume of traffic.

* **The population density of Metropolitan Manila is 387.2 persons for each hectare of land.**

* In all the rest of the country, the average population density is 1.24 persons for each hectare of land.

* The present road network of Metropolitan Manila is built to carry an average daily traffic load of 10,000 vehicles per lane. This is the official estimate of the Department of Public Works and Communications.

* **The Plaza Lawton-Padre Burgos ten lane complex carries an average daily traffic load of 240,000 vehicles. It exceeds its capacity by 140,000 vehicles, every day.**

* Highway 54—Epifanio de los Santos—carries an average daily traffic load of 85,000 vehicles, in six lanes, in the Cubao area. It exceeds its capacity by 25,000 vehicles, every day.

* In the Mandaluyong area, Highway 54 carries 79,000 vehicles daily. It exceeds its capacity by 19,000.

* Quezon Boulevard carries 102,000 vehicles daily, in six lanes. It exceeds its capacity by 42,000.

* The great bulk of Manila traffic is made up of private cars.

* **In 1971 there were registered in Greater Manila:**

167,274 private cars

52,735 trucks

13,451 jeepneys

6,179 trailers

2,714 buses

* 90% of the people, travelling in Manila, ride in buses and jeepneys.

* 25% of all interzone trips are to and from the downtown area, carrying people who live in the suburbs and work in the city.

* The Institute of Philippine Culture did a scientific survey on traffic in Metropolitan Manila, and recommended an expansion of the public transport system—more public vehicles, with a greater carrying capacity. This study led to the substitution of buses for jeepneys on the major thoroughfares.

* Since martial law, most of the proposals made by the Institute of Philippine Culture have been accepted, and are already being implemented.

* Most noticeable are the parking regulations, the loading and unloading areas for buses and jeepneys, and the one-way streets.

* The Manila Police are using a mobile traffic control unit, with a public address system, to educate drivers on the spot.

* Traffic policemen have increased in number in the city and have been remarkably successful in enforcing discipline.

* **One great factor in the Manila traffic problem was the irresponsible behavior of drivers and pedestrians.**

* A great effort is being made to improve the streets and roads, all over the country.

* **In June of 1969 the Philippines had 63,595 kilometers of roads. In June of 1970 this had increased to 75,713 kilometers. 12,118 kilometers of roads were constructed, in 12 months. 1,000 kilometers a month, for a year.**

* In 1969 there were 18,097 kilometers of national highways. In 1970 this had increased to 19,682 kilometers. 1,585 kilometers of highways were built in a year.

* In 1970, the Philippines had 56,031 kilometers of provincial, city and municipal roads. 30,114 kilometers of these roads were paved with macadam.

* **In 1969, this was the highway system of the whole country:**

  Macadam: 36,678 kilometers

  Earth: 14,543 kilometers

  Lowtype Asphalt: 6,675 kilometers

  Hightype Asphalt: 3,104 kilometers

  Cement Concrete: 2,528 kilometers

  Miscellaneous: 67 kilometers

* In 1970, more than half of all the roads in the country were paved with macadam—53.5%.

* In 1970, more than one-fourth of all the roads in the country were made of earth.

* **Roads in the Philippines are divided this way:**

  Luzon: 35,805 kilometers

  Visayas: 20,896 kilometers

  Mindanao: 19,012 kilometers

* Negros Occidental leads all the other provinces in national highways—967 kilometers. Next is Samar, with 699 kilometers.

* The province with the largest network of provincial, city and municipal roads is: Bohol. It has 3,317 kilometers. Runner-up is Pangasinan, with 2,951 kilometers.

* **In 1965 the country had 11,708 bridges. In 1970 the number had grown to 12,846. We built 1,138 bridges in five years.**

* Most of the old bridges are built out of wood. But most of the new bridges are being built of concrete, or of steel.

* In 1965 there were 2,514 concrete bridges. In 1970 there were 3,122 concrete bridges.

* In 1965 there were 361 steel bridges. In 1970 there were 501 steel bridges.

* **Out of 1,138 bridges built over those five years:**

  608 were built of concrete

  390 were built of wood

  140 were built of steel

* Palawan has the largest number of national bridges: 403.

* Pangasinan has the largest number of provincial bridges: 463.

* The cities, with their growing population, have traffic problems.

* The provinces, with their growing need for communications, have the problem of roads and bridges.

* Any plan to develop the country must include the roads. Land travel is essential, for growth.

* **That is why the government has been concentrating so strongly on city streets, on national highways, on rural roads, on bridges.**

* **Communication, over land, is crucial.**

A WOMAN'S PRAYER

Help me to unclutter my life, Lord.

Rescue me from this eternal confusion of belongings, which just won't stay orderly.

Please rescue me from this suffocation of phone calls, clubs and committees.

"No man can serve two masters," You said. A woman is lucky if she has only *two!*

Rescue me from this choke of bills and papers and magazines. I buy too many things, subscribe to too many things, belong to too many things. The result is such confusion that I cannot really enjoy anything! I cannot do justice to anything!

Deliver me, O Lord. Help me to stop bewailing the clutter and work out some plan for cutting down.

Please give me the will power to stop buying things that we don't need.

Please give me sales resistance.

And give—oh, give me—the will power to get rid of much that we already have! Let me unclutter my closets of things which I have stored there for too long.

Oh Lord, help me to unclutter my life of too many activities. Give me the grace to stop joining things. Please give me the strength to say *"no"*, when the telephone rings.

Lord, show me the way to unclutter my life of too many people—without being unkind. Show me how to love people, and to help them, without letting them gobble me up alive.

There are so many wonderful friends I long to see, for my own soul's growth. Yet we are lost to each other because of this profligate squandering of energy and of time. Give me the grace to reclaim these long-lost friends.

And finally, Lord, help me to unclutter my mind—of regrets, of resentment, of anxiety, of foolish brooding. Sweep it clean and free! Make my mind calm and quiet. Make it orderly.

Please put me in control of my mind as well as of my house.... Put me in control of my calendar.... Put me in control of my harried spirit.

Thank you, Lord. With Your help I know I can unclutter my life.

Unless—out of this chaotic maze of little things—You are drawing some great good.

Help me to recognize what is essential, and to separate it from what is trivial. Help me to judge what is important, and to separate it from what is inconsequential. Help me to sense what is urgent, and to separate it from what can be postponed.

Help me to see life with Your eyes, Lord. Help me to love, with your heart. Help me to find simplicity, and peace.

Amen.

LAND REFORM

Executive Order Number 407—promulgated upon the recommendation of the Department of Agriculture and Natural Resources—empowers fifteen district land officers to do a job which formerly had to be done in Manila.

Provincial applicants for land patents and certificates covering public lands—if their application does not exceed five hectares in area—may now process their papers completely in these fifteen district land offices:

Cagayan de Oro, Dumaguete, Iligan, Iloilo, Jolo, Koronadal, Laoag, Lucena, Naga, Olongapo; San Fernando, Pampanga; Tacloban, Tagum, Tuguegarao, Zamboanga.

Previously, the applicant would file in the province, but then he had to go to Manila to follow it up—first with the Bureau of Lands, and then with the Department of Agriculture and Natural Resources. Final approval had to come from Manila.

Now the whole thing can be done on the spot, in the province.

This is an effort at cutting through red tape, to help the farmer. It is trying to make this application *possible*, for a poor man.

The final success of land reform depends upon practical changes like this. The complex machinery of government must be brought within the reach of the farmer, who sometimes will not journey to the city, because he has no shoes.

INFANT MORTALITY

* **One out of every four deaths in the Philippines is a new born baby.**

* 25% of our death rate is accounted for by death at birth.

* In 1969, the Philippines lost 83 out of every 1,000 live births. This is the careful estimate of HSAID.

* **The University of the Philippines Population Institute calculated that the country lost 100 out of every 1,000 live births in 1970.**

* In 1970 Sweden lost only 13 out of every 1,000 infants under one year of age. So, in 1970, infant mortality in the Philippines was almost eight times greater than the infant mortality in Sweden.

* On the average, infant mortality in the Philippines is five times greater than Sweden, 3½ times greater than Australia, three times greater than Taiwan.

* **In 1969, the number of infant deaths registered in the Philippines was 26.4% of our national mortality in that year.**

* 38,000 children died between the ages of one and four. 25,700 children died between the ages of five and fourteen. 48.5% of all the deaths in the country were children under fourteen.

* **Of the infants who died in 1969, 58.5% were boys.**

* Infant mortality has declined, sharply, over the last fifty years. Between 1926 and 1945, it dropped by 70%. Between 1945 and 1965, it dropped again by 45%.

* In 1926, we lost 157 babies, for each 1,000 live births. In 1936 it was 125. In 1956 it was 84. Medicine has produced obvious, tangible results.

* But the figures are based on vital statistics. The Philippines has had a law about registering birth and death, since 1889. But still many births and deaths go unrecorded.

* **The Economic Council of Asia and the Far East, after exhaustive research, believes that from 1/2 to 2/3 of all births and deaths are registered, in the orient.**

* The University of the Philippines Population Institute made a study on this, and reported that in this country 30% of the births are not registered. 10% to 14% of the deaths are not recorded, either.

* **One scientific survey in northern Mindanao showed that two thirds of the births, and 98% of the deaths, were never recorded.**

* The reason for not recording birth, or death, is not only ignorance, or distance, or lack of concern. It is because fees are charged for the registration. Many rural people can not afford the fees. So they do not register the birth, or the death.

* Our national average of death is about 11 persons for each 1,000 in our population. This is reasonably low.

* **Life expectancy in the Philippines is 58 to 59. It would be higher, statistically, if we did have so many deaths at birth.**

* The immediate causes of death in infancy are: pneumonia, infection, gastro-enteritis, colitis, vitamin deficiency.

* **The underlying causes are: malnutrition, failure to report sickness in infants, scarcity of doctors, lack of medicine, the inability to pay for medicine.**

* About 12,000 miscarriages are recorded each year. These are attributed mainly to malnutrition.

* Of the recorded miscarriages, one out of three was attended by a doctor. About 30% were in the hospital at the time of the miscarriage.

* There are no reliable figures on abortion, since it is illegal. Abortion is occasionally practiced by the wealthy, who can afford it. The poor sometimes use the quack doctor, the herbolario, the hilot.

* **Philippine culture militates against abortion. It is believed that abortion is less common here than in other parts of the world—both East and West.**

* Filipinos are willing parents. The death of an infant is a deep sorrow.

* It can be prevented by medical care, by proper diet for mothers and children.

* **Strangely enough, if we succeed in preventing the death of new born infants—it may not increase the birth rate. The birth rate always drops a little, when parents know that their children have a good chance of survival.**

EDITOR: James B. Reuter, S.J.

STAFF: Paul E. Sheehan, S.J. • Elizabeth Farley, R.S.C.J. • Aurelie Cortes, S.P.C. Sarah Manapol, S.P.C. • Lucina Sarmiento, D.S.P. • Rosario Castro Aquino Yolanda Salud Teng • Lina D. Lomibao • Honorio Santos • Jaime Jamero