



The Geographical Contribution of Manila Bay to Development of Tondo, Manila

Ivan Kaye F. Bantigue^{1,*}, Augusto V. de Viana²

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ABSTRACT

The Philippine Islands have hundreds of bays that can be made into ports. Manila, the capital of the Philippines, is on the shores of Manila Bay and the banks of the Pasig River. The site of Manila is only a small portion, perhaps. The barangay folk who began to arrive in the Philippines around the tenth century were the first to inhabit the Delta Isles. As a settlement area, Tondo, on the Bay's shore and river, has long been known to be where various social processes happen. It's been the site of the main port of Manila. Also, Tondo is the terminal of the Dagupan-Manila Railway, a significant historical feature that played a crucial role in the social development of Tondo, Manila. This railway, which connected highways from North and South of Manila in contemporary years, facilitated the movement of people and goods, contributing to the city's growth. It also attracted many migrants from the Visayas and Mindanao to concentrate on Tondo, the railway, the Dagupan-Manila railway, and migrants from North Pampanga, Pangasinan, and Bicol.

Using the Braudelian Annales method, a historical research approach that focuses on long-term social history and emphasizes the interconnectedness of various historical processes, this research aims to provide a comprehensive understanding and interpretation of the development of events, situations, and their effects in the short, medium, and long term. This paper will examine the geographical contribution of Manila Bay as a landlocked feature to the development of Tondo, Manila.

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1. Introduction.

The city of Manila, the country's historical, cultural, political, economic, and educational center, is a testament to the rich history and culture of the Philippines. The city's physical character reflects its history and culture. The opening of the port, railroads, bus companies, and labor opportunities in Manila, especially for those from provincial locations, brought about significant changes in the city. Geographically, the mouth of the Bay is connected to other water tributaries; the Pasig River, a waterway of immense historical importance, is a significant water tributary connected to Manila Bay, gaining the title as the

first port of Manila and continuing to provide services to several cities and municipalities. The river's historical importance traces back to the early 1500s, when traders from the neighboring countries, especially from Asian lands and the Middle East, depended on the river as a mode of transportation, especially for goods and services. The arrival of the Spaniards contributed to the growth and formation of the City of Manila. The river also provides access to the interior of Luzon, particularly to the Laguna de Bay area.

The Pasig River continued to serve as a significant transport material in the north and south of the Philippines. The Pasig River and its tributaries became the midpoint of the maritime transport and distribution of cargo and goods, a lifeline for the city's economy. As a result, in the 20th century, increased trade, barges, and boats replaced the flat-bottomed casco. The entry of the barge, or a lighter number of dockworkers and stevedores, grew, and they depended on the river as a source of livelihood.

¹University of Santo Tomas, Graduate School, and De La Salle University, Department of History.

²University of Santo Tomas, Graduate School.

*Corresponding author: Ivan Kaye Bantigue. E-mail Address: ivankaye.bantigue.gs@ust.edu.ph.

As an effect, the labor force of the trade along the riverbanks was the arrival of the people from the rural areas to look for work opportunities in big cities, creating an additional part of the overgrown labor force along the river areas.

With the landlocked features of the Bay, it opens an opportunity into other islands of Luzon and is navigable by ships of greater tonnage, such as the Pasig, a broad and deep river that comes in seven branches from the lake of the Bay; it can carry even a hundred tons which can impede only by low-lying. Also, the port ship can be repaired at minimal cost; the river is considered more profound compared to other bay water tributaries, and if it were not for the bridges of Manila, the big ships could proceed even further. At the same time, the smallest can sail to Malacañang and even to Pateros.

Tondo was the first of the towns that replaced Namayan³ As the first port entry of Manila Bay, Tondo was right on the seaside, which was an advantage, especially for the merchant ships that came into the Bay and unloaded their goods at the Tondo port.

The natural place of people who come to Manila for settlement, labor, and employment, this cycle continues as the migration continues, and the needs of the community build for an expanded network of transportation and business establishments; later, it creates connections through common goals – economic, political, and social. However, competition will rise because of the need to increase, and this event provides a wide range of social organizations.

2. The Choice for A Seaport, Manila Bay, And Its Geographic Importance.

The Philippine Islands, whose geographical location is an outlying of Southeast Asia, are blessed with hundreds of bays that can be made into ports.

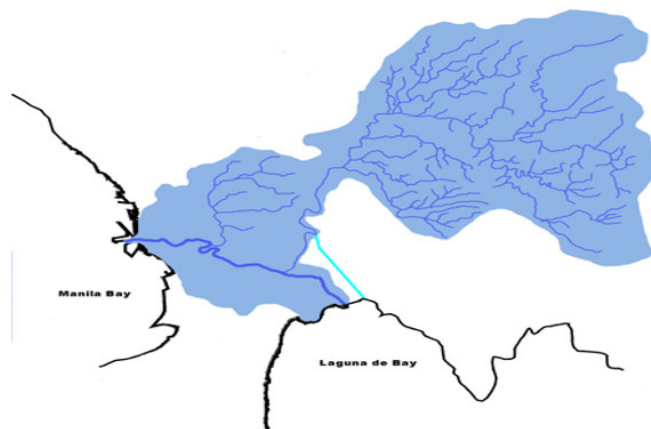
Manila, the capital of the Philippines, is on Manila Bay, on the banks of the Pasig River. The Bay is 120 miles in circumference and could accommodate all the navies in the world. Manila was the best commercial center in the globe.⁴

It is surrounded by mountains, such as the mountains of Bataan and the hills of Cavite, which block dangerous monsoon winds. Its average depth is suitable for large ships.

The builder is now in the Pasig River. The Pasig River is a stream 23 kilometers long.⁵ (present 27 kilometers long⁶) It rises from the north side of Laguna de Bai (Bay) and flows westward into Manila Bay; the mouth of the river was at first

near Pasig Town. The river was used to divide the triangle into the upper and lower sides of the north and south. Thus, the river was now in the middle between two halves.

Figure 1: Manila Bay, Pasig River, and Laguna de Bay Map.



Source: Eutrophication of Manila Region, Philippines. Szekeida, K.H., Espiritu E., and Lagrosas N., 2014.

The ground was formed in the mouth of the river, called a delta, and occupied by the City of Manila. The site of Manila was reclaimed from the sea; perhaps the first to inhabit the delta isles were the barangay folk who began to arrive in the Philippines around the tenth century.

Before Spain came to the Philippines, early Filipino commercial activity nourished the civilization of agriculture and industry. The Philippines' geographical location is an outlier of some Southeast Asian islands, which adapts major cultural influences in the entire region.

The Pre-Hispanic Filipino lived by and in small, independent, coastal, and river line communities of 50 to 200 people, with two main residential patterns: nucleated, composite, linear, or dispersed.⁷ Dwellings along the seacoast and riverbanks serve the prevailing cultivation system and become independent as an avenue of communication and a source of nourishment.

Specific barangay expeditions sailing in from the south and cruising the western coast of Luzon came upon the opening of the shoreline. The opportunity for the migrants to find themselves in the beautiful Bay is almost perfectly round and nearly enclosed.

The Pasig River, the first port of Manila, continues providing services to some cities and municipalities. The river's historical importance traces back to the early 1500s, when traders from the neighboring countries, especially from Asian lands and the Middle East, depended on the river as a mode of transportation, especially for goods and services. The arrival of the Spaniards contributed to the growth and formation of the City of Manila. Pasig River and its tributaries became the midpoint of the maritime transport and distribution of cargo and goods.

The river continued to serve as a significant transport material in the north and south of the Philippines. To accommodate

³ Namayan is an old settlement along the Pasig River. This is an ancient settlement that is adjacent to sapa, later, the Franciscans changed the name to Santa Ana de Sapa. The main street of in the east while the suburb of Manila called as Lamayan named after the original kingdom of Lakantagan whose name Lakan was a title in pre-colonial Philippines denoted too royalty. The kingdom of Lakantagan was extensive and included the present names of Mandaluyong, Makati, Paco, Pandacan, Malate, San Juan del Monte, Quiapo, Sampaloc, and San Miguel. See: Carlos L. Quirino. *Namayan: Old Settlement Along the Pasig in Maps and Views of Old Manila*. (Manila: Maharnilad, 1971). 28

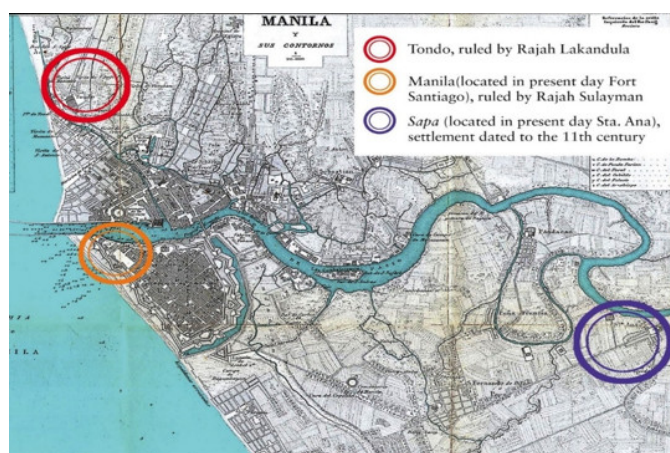
⁴ Field, February 2, 1899

⁵ *ibid*

⁶ <http://www.wepa-db.net/policies/measure/background/philippines/pasig-river.htm>

⁷ Legarda, 1999

Figure 2: Map of the pre-colonial politics and settlement in Manila.



Source: <http://malacanang.gov.ph/75832-pre-colonial-manila/>.

increased trade, barges and boats replaced the flat-bottomed casco. The entry of the barge or lighter number of dockworkers and stevedores grew and depended on the river as a source of livelihood. As an effect, the labor force of the trade along the riverbanks was the arrival of the people from the rural areas to look for work opportunities in big cities, creating an additional part of the overgrown labor force along the river areas.

Figure 3: Trade in Pasig River during the pre-colonial period.



Source: xxxxxxxxxx.

The river plays a vital role in the flow of commerce in the Port of Manila, supporting domestic and international shipping trades. To put emphasis, in 1982, the authority re-defined the operational jurisdiction of the Ilog Pasig. Today, the Pasig River remains the secondary opening for seaborne trade and commerce in Metro Manila.

On the Bay, traders from the other islands and beyond, such as China and Japan, came to buy and sell goods.

One of the world's best natural harbors, Manila Bay, is 56 kilometers (presently 60 kilometers.⁸) The Rock of Corregidor divides the entrance into two passages: a north and a southern channel.

⁸ <http://mbco.denr.gov.ph/3469-2/the-manila-bay/>

Figure 4: Map of Manila Bay, Corregidor, and five islands at the entrance of Manila Bay.



Source: <http://www.corregidorisland.com/mapofislands.html>.

Found at the entrance to Manila Cove, it was distinguished by the Spaniards as a vital defense area when they arrived in the 16th century. They named it "*Island of the Corrector*" since this was where all ships entering Manila would halt for review. Since then, the fortification island has been the location of numerous fights, from the Spanish-American War to the period of American colonialism.

It is a rock formation about 4.0 miles long, two and seven miles, respectively, on the shore of the provinces of Bataan and Cavite. Corregidor, which the Americans renamed Fort Mills, divides the mouth of Manila Bay into two entrances/ channels, called by the Spaniards Boca Chica (Small Channel) and Boca Grande (Large Channel) to protect from invaders and pilotages- Harbor forts consistently of Corregidor where the Spanish authorities and all other Forts inspected papers.

Corregidor resembles a small island with its part thrusting into the South China Sea, and the remaining part is at the east and south back into Manila Bay.

The island is among a collection of other islets- including El Fraile (Fort Drum), La Monja (The Nun), Carabao (Fort Frank), and Caballo (Fort Hughes) islands.

Figure 5: Geographical Map of Carabao (Caraballo) Island.



Source:

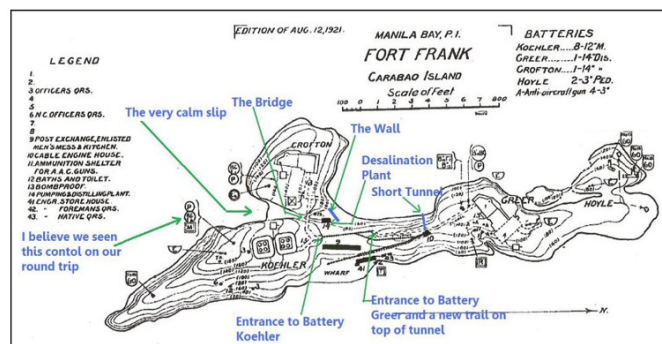
https://en.wikipedia.org/wiki/File:Map_of_Corregidor_1941.jpg

The Carabao Island is located near the southern end of the entrance of Manila Bay, about 0.88 kilometers off the coast of

Maragondon in Cavite.⁹ This forty-five-acre island, which is only a few hundred yards from the shores of the province of Cavite, is located about 8.2 miles south of Corregidor.

Out of this rock, the American engineers converted it into a fortified island, which was later called Fort Frank.

Figure 6: Fort Frank in Carabao Island, part of Harbor Defenses of Manila and Subic Bays during World War II.



Source: http://www.usmilitarypi.com/fortfrank_today.htm.

Fort Frank was one of the defense forts at the entrance to Manila Bay, which the United States established. It has been identified as Fort Frank in honor of Brigadier.

Figure 7: Geographical Map of Caballo Island.



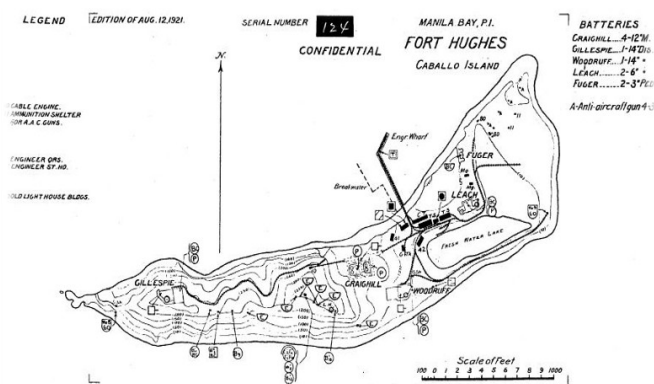
Source: <https://www.untvweb.com/news/tag/caballo-island/>.

Caballo Island is a rocky island located at the entrance of Manila Bay that divides the entrance of the Bay into two broad channels. It is about 1.2 kilometers long with a highest elevation of 381 feet.¹⁰ Before World War II, the whole island was formerly occupied by a U.S. defense called Fort Hughes, which was heavily bombed during the war.

⁹ Bogart, Charles. "Carabao Island's Fort Frank". The Corregidor Historical Society. Retrieved on 10 March 2018.

¹⁰ U.S. Coast and Geodetic Survey, "United States Coast Pilot Philippine Islands Part I", pp.71-72. Washington Government Printing Office, 1919.

Figure 8: Fort Hughes in Caballo Island, part of the Harbor Defenses of Manila and Subic Bays during World War II.



Source: <http://corregidor.proboards.com/thread/295/fort-hughes-caballo-island-march>.

The was named after Major General Robert P. Hughes, a veteran of the American Civil War and the Philippine-American War. It was part of the harbor defenses of Manila and Subic Bay, built by the Philippine Department of the United States Army in the early 1900s.

Figure 9: Map of El Fraile Island near Cavite City.



Source:

<http://annefortuttravel.blogspot.com/2013/07/the-el-fraile.html>.

These four islands that are in the bodies of Manila Bay are the Corregidor (Fort Mills), Caballo Island (Fort Hughes), El Fraile (Fort Drum), and the Carabao Island (Fort Frank), are the gatekeepers of Manila Bay back in World War II.

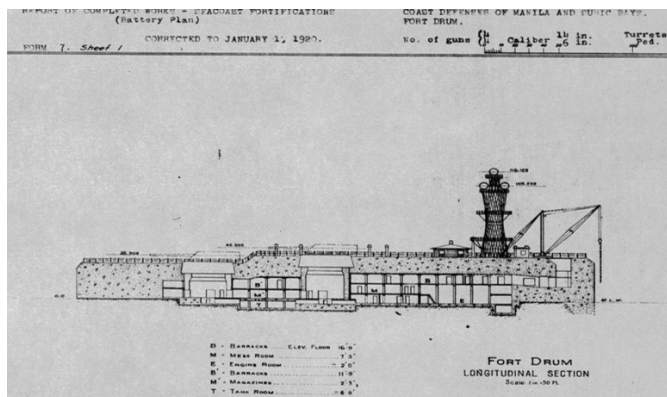
This small islet, also known as Fort Drum, is about 6.5 miles south-southeast from Corregidor.

El Fraile was an island made of large rock situated at the mouth of Manila Bay and south of Corregidor Island. The concrete sea fort is shaped like a battleship built by the United States in 1909 as one of the harbor defenses at the South Channel entrance to the Bay during the American colonial period.

The fort was named after Brigadier General Richard C. Drum, who served during the Mexican-American War and the Ameri-

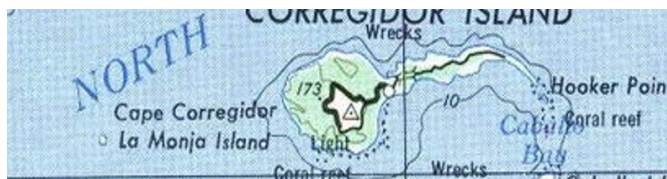
can. The island is one of the former harbor defenses of Manila Bay that fall under the jurisdiction of the City of Cavite in Cavite Province.

Figure 10: Longitudinal section of Fort Drum, Manila Bay.



Source: <http://www.concretebattleship.org/>.

Figure 11: Map of La Monja Island, located in the Northern Channel of Corregidor and Bataan.



Source:

<http://corregidor.proboards.com/thread/1331/limbones-island-manila-bay>.

La Monja, also known as “The Nun,” is a tiny islet 3.6 miles west of Corregidor and about the size of El Fraile. It is located on the North Channel and is about halfway between Corregidor and the Bataan shore.¹¹

Currently, Manila Bay is located at the southwest point of Luzon Island, one of the major islands in the Philippines.¹² Its coordinate is between the 120°28′ to 121°15′ east longitude and between 14°16′ to 15° north latitude. The Bay is 60 kilometers long and is through a channel of 18 kilometers wide, where Corregidor and Caballo island are situated. The coastline of Manila Bay is approximately 190 kilometers, and its surface area is about 1,800 square kilometers.

The different coastal cities and municipalities of the National Capital Region or NCR. board it¹³, and coastal provinces of Bataan, Pampanga, Bulacan in Region 3, and Cavite in Region 4.

Figure 12: Manila Bay, together with coastal cities and municipalities.



Source:

<https://www.behance.net/gallery/41813397/Manila-Bay-Map>.

Figure 13: Map of Manila Bay, Pasig River, and its non-coastal and two main ports, Manila North and Manila South Harbor.



Source:

<https://www.lonelyplanet.com/maps/asia/philippines/manila/>.

Moreover, the watershed of Manila Bay is the non-coastal cities and municipalities of the National Capital Region.¹⁴ Nueva Ecija and Tarlac provinces in Region 3, and Rizal and Laguna in Region 4.

Manila has a computed land area of 42.34km, comprising six congressional districts, 17 administrative districts, 100 zones, and 896 barangays.

The geography and location of Manila were the first elements that made Manila a significant trading port. Manila's Pasig River was vital in transport, trade, and commerce, and it connected the hinterlands of Laguna Lake and Manila Bay. As early as the 5th century, this river was the primary water source and livelihood of various communities that settled along the banks. The goods brought to the Manila Port at the mouth of the river were distributed through boats and *cascoes* through

¹¹ <http://www.corregidorisland.com/mapofislands.html>

¹² <http://119.92.161.2/mbemp/dloads/mbcs%2002mvw.pdf>

¹³ Manila, Pasay, Paranaque, Las Pinas and Navotas

¹⁴ Quezon City, Caloocan City, Makati, Pasig, Marikina, Mandaluyong, Muntinlupa, Valenzuela, Malabon, San Juan, Pateros, and Taguig.

Figure 14: The watershed of Manila Bay and the non-coastal cities and municipalities.



Source: https://www.researchgate.net/figure/Map-of-Pasig-River-and-its-tributaries-The-two-sampling-sites-Napindan-C6-which-is_fig1_307817213.

the Pasig River and tributaries, which serve as an influential network of transport and an artery for delivering goods.

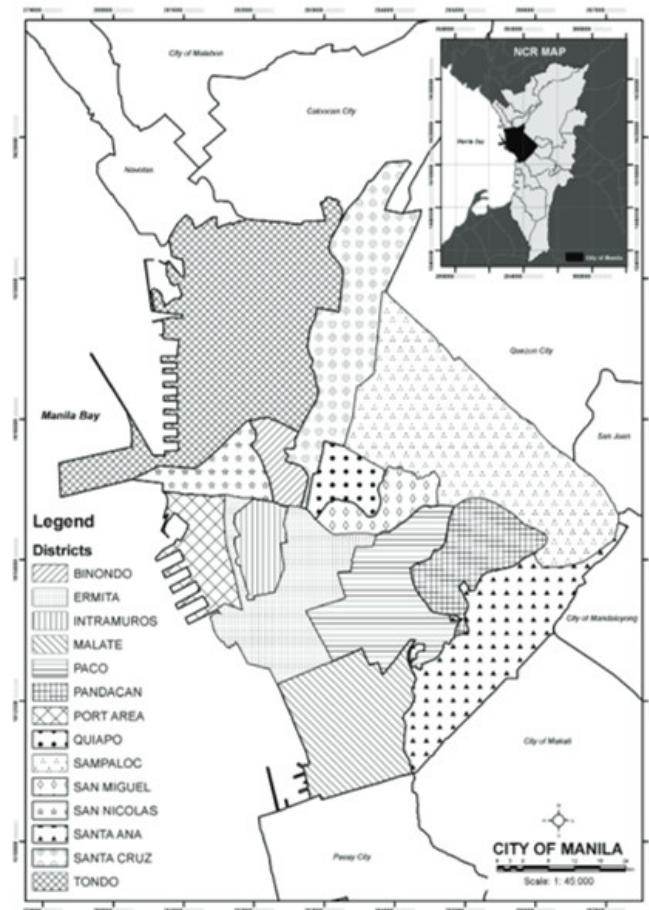
The increased economic activity brought insights from various parts of the country. As the port was initially located on the banks of Pasig, several migrants settled in Binondo; later, the provincials went to Tondo and the other suburbs. The lands in Manila were primarily filled with different urban areas; initially, the slums were used for housing and informal commerce. These areas, classified as unfavorable to the available space needed for human settlement, later receive support from specific political and economic forces using administrative gaps. In 1901, the districts of Manila had six districts specifically: the First District, composed of Santa Ana, Pandacan, and Paco; the Second District, Malate, Ermita, and Paco; the Third District, San Miguel, and Sampaloc; the Fourth District, Quiapo, and Santa Cruz; the Fifth District of Binondo and lastly, the Sixth District, San Nicolas, and Tondo.

2.1. Port of Manila.

The pattern of economic growth continued as trade expanded, and so did the port of Manila. Manila, a bustling trade hub and a leader in manufacturing centers, saw a significant expansion of public works, especially in roads, ports, and machinery for sugar mills. After the war, the port of Manila recovered from the destruction and resumed its role as the Philippines' premier port, pulsating with economic activities.¹⁵

A Spanish expedition led by Ferdinand Magellan in 1521 reached the Philippines after sailing around the Pacific Ocean. The ships landed around the southern tip of South America, crossed the Pacific Ocean, and occupied the island under the patronage of Spain following the arrival of Miguel Lopez de Legazpi from New Spain (present-day Mexico) in 1565. Legazpi's arrival started a period of Spanish colonization that lasted

Figure 15: Map of the City of Manila and its district boundaries.



Source: Map by R.S Cagumbai, using National Statistics Office data for boundaries.

over three centuries, creating a relationship between the Philippines and Spain until 1898. Following a survey of the Visayas, Legazpi selected the village of Cebu as the initial base. The difficulty of requisitioning food and the blockade by the Portuguese led to the expedition to move into other clusters. Hence, though locally significant, Cebu was the largest pre-Hispanic Philippine settlement in 1565 and was a minor port-of-call. Manila, strategically located for importation for the large Tagalog population living inland around Laguna de Bay, was known for its established trade with vessels from the mainland, access to natural resources, and shipping routes along the China Sea. For specific reasons, the Spaniards moved their seat of operations to Manila in 1571¹⁶.

Philippine products were never held in cargo on every ship. The Spaniards became aware of the islands based on gold material. The Philippines produced neither silks nor spices except for cinnamon. In the last century of the galleon trade, they have promoted the exportation of native products. Manila, an innovation center, defeated the Spanish traders who kept looking for

¹⁵ Arturo Giraldez. *The Age of Trade: The Manila Galleons and the Dawn of the Global Economy*. (Lanham: Rowman and Littlefield, 2015).255.

¹⁶ Daniel F. Doeppers, "The Development of Philippine Cities Before 1900", *The Journal of Asian Studies* 31, no.4 (Aug. 1972), 771-772, <https://www.jstor.org/stable/2052101>

innovations. Royal authorities in Manila also waived the imposition of export duties, especially on foreign goods and services. According to accounts, Banuelos y Carrillo¹⁷ They told Philip III in 1609 that the inhabitants of Manila should be allowed to export as many shiploads to a country as much as possible.

A notable feature of Manila as a rice trade center was that the rice arrived in the city from the micro-production areas. Local grain surplus was traded to the rice-deficit interior to uplands, mainly to Manila. Aside from the local growers, rice from the significant commercial circulars from Hong Kong, followed by rice from Pangasinan and Saigon, then from Java, and, finally, Siam and Arakan¹⁸

The Pasig River, the first port of Manila, continues to provide services in some cities and municipalities. The river's historical importance traces back to the early 1500s, when traders from the neighboring countries, especially from Asian lands and the Middle East, depended on the river as a mode of transportation, especially for goods and services. The arrival of the Spaniards contributed to the growth and formation of the City of Manila. Pasig River and its tributaries became the midpoint of the maritime transport and distribution of cargo and goods.

The river continued to serve as a significant transport material in the north and south of the Philippines. Seas like barges and boats replaced the flat-bottomed casco to accommodate increased trade. The entry of the barge, or a lighter number of dockworkers and stevedores, grew, and they depended on the river as a source of livelihood. As an effect, the labor force of the trade along the riverbanks was the arrival of the people from the rural areas to look for work opportunities in big cities, creating an additional part of the overgrown labor force along the river areas. Water vessels (*bancas*) were indispensable to Manila for freight and passengers. Due to the predominance of water routes for product conveyance, areas accessible through esters benefited from the trade. Several factories, warehouses, and business establishments were built near the esters to minimize the transport cost, which later contributed to the predominance of carriages, wealthy families, and the value of residences along the waterways¹⁹. Waterways became essential in developing some of the districts in Manila, such as the Quiapo and San Miguel- elite suburbs in the nineteenth century. Meanwhile, areas like Makati and Santa Ana became suitable drinking water mainly for the lower classes²⁰. Moreover, it will increasingly be a hub for population densities, continuing primarily to the economic activities near the port, such as stevedores, handlers, and decking services where demand managed more workforce. Along with cargo, the Port of Manila disembarked people from the provinces, especially from the Visayas. They came to Manila for better opportunities, and more mi-

grants were employed in the service sector, such as domestic workers, port-related workers, and vendors in the market.

As a result of the workers needing a place to stay, Tondo saw significant growth as most settled there adjacent to the road and port. Later, some erected shelters on empty lots that became slums. This rapid growth and the subsequent development of slums underscore the significant impact of urban development in response to the needs of the growing population.

2.2. The Settlements: Tondo, Manilac.

Manila was confined within the walls of the city, known as Intramuros. Initially, the walled city of Manila was enclosed with walls known as the Intramuros. In the sixteenth century, the jurisdiction was known as the province of Manila, and the correspondent later became the province of Tondo.

Figure 16: Manila in 1671. AGI Mapas y Planos Filipinas.



Source: Descripcion geometrica de la ciudad y circunvalacion de Manila y sus arrables, F. Ignacio Munoz. Lanzanas, Pedro. Relacion Descriptiva de los Mapas, Planos, etc. de Filipinas Existented en el Archivo General de Indias, Madrid. 1897.

Tondo Manila during the Spanish Period when Martin de Goiti and Miguel Lopez de Legaspi sailed into Manila Bay from Cebu in 1570, they noticed that the coastal villages and outmost settlements: Namayan (now Santa Ana) upriver inland, Tundo (Tondo) on the northern bank to as far as Bulacan and Pampanga and Maynila (Manila) to the south at the mouth of Pasig River. The rivers contribute to the flourishing of trade between the lakeside (Laguna de Bay) and Maynila (Manila) to the mouth of the Pasig River. Through this activity, Tundo became a primary port of entry to Manila Bay and an entrepot for foreign and native merchants.²¹.

The Royal Degree in 1568 instituted the encomienda system in the Philippines, only in all the lands occupied by the Spanish conquerors. Manuel Lopez de Legazpi, as the first Governor-General, divided the country into encomiendas or big landed

¹⁷ Blair, Emma and James Alexander Robertson. The Philippine Island, 1943-1898, vol. 29. (Ohio: Arthur H. Clark Company, 1905), 141.

¹⁸ Gaceta, 18May1861, 12Oct1861, 24May1862, 1Jun1862, 14June1862, and 6Jul1862; Legaeda, Benito, After the Galleons, (Quezon City: Ateneo University Press. 2002), 164

¹⁹ Michael D. Pante. "The Esteros and Manila's Postwar Remaking" in The Resilient City on World War II: Urban Environmental Histories. (Switzerland. The Palgrave Macmillan. 2019). 238-239

²⁰ Pante, "Postwar Remaking," 239

²¹ Reynaldo Alejandro, Pasig River of Life. Unilvery Philippines (Luzon, Philippines, 2000,

estates with the inhabitants.²² Resources were distributed as a reward for their loyalty and services. Tondo was a royal encomienda during the Spanish period.

Tondo was rich in natural and natural resources; by the 18th century, the colony's economic life was evident in the production of rice, sugar cane, corn, fruits, and vegetables. Fishing was one of the vital industries in Tondo. It is along Manila Bay where mangrove trees abound, providing a rich marine life, especially in shellfish. Textiles in the community, such as silk and cotton, were sewn and worn. Entrepreneurs such as Chinese and Chinese mestizos are active in manufacturing goods and retail stores; meanwhile, natives own and operate horse-drawn carriages.

Tondo was the first of the towns that replaced Namayan as the first port entry of Manila Bay. Tondo was right on the sea-side, which was an advantage, especially for the merchant ships that came into the bay and unloaded their goods at the Tondo port. In this case, the king of Tondo, Lakan Dula, is responsible for sending the merchandise upriver to the lakeside communities, where it will be traded for local products. Hence, Tondo is a place distributing center and an entrepot on the delta.

The province of Tondo is nevertheless one of the richest, most dynamic, and most populated; in short, one of the most important in the archipelago. On the north, it is bounded by Bulacan and Nueva Ecija; on the east by Nueva Ecija; on the south by Laguna and the Lake of the Bay; on the east by Nueva Ecija; on the south by Laguna and the Lake of the Bay; on the west by Cavite and end of Manila Bay.²³

In 1898, the *Provincia de Tondo*, with 29 towns under it, was corregimiento, which resided in the city since its foundation. The jurisdiction of Manila extended outside of the walls. On 1 Sept 1859, Binondo, Trozo, Santa Cruz, Quiapo, San Miguel, Sampaloc, and Tondo decreed *parables* and parts of the Capital City.

The *Provincia de Tondo* was renamed *Provincia de Manila* when Circular No. 23 was issued on 2 Sept 1859, proclaiming that all towns under the *alcalde mayor* of Tondo would be under the administrative and fiscal custody of *Provincia de Manila*. As a province, in 1886, it included 28 towns, some of which are now part of Metro Manila. The Province of Manila was carved out of Tondo and created before 1859²⁴.

The demand for workforce and labor increased the population of Tondo, Manila. As the capital of the province, factories of *tapis*, *sayas*, and striped handkerchiefs of cotton and silk, *sinamay*, *pina*, and cotton. Fishing is one of the principal occupations of the inhabitants; skilled mestiza women workers keep shops in general. As a result, an increase in population during the Spanish period occurred in Tondo, Manila; out of 215,640 total inhabitants in 27 *pueblos*, 17,490 were from Tondo as the

capital.²⁵

Figure 17: *Plano de la Provincia de Tondo situada al Norte de la Equinocial*. Ildefonso de Aragon. *Map of Tondo*. (Manila vicinity) Philippines.



Source: OCLC 733643485. Biblioteca Nacional de España, # R/3606 (3). Staatsbibliothek zu Berlin (full volume) SBB000 07CEB00000000. Edinburgh University Library, Special Collections S.B. 312(914)04/1 Phi. The Murillo Bulletin, (PHIMCOS), June 2017, Issue 4. See *Plano de la Prouincia de Tondo situada al Norte de la Equinocial*: Geographicus Rare Antique Maps.

Geographically, Tondo was a fishing and agricultural sector in the district of Gagalangin, with orange gardens and other tropical fruit plantations and vegetable farms. Other parts of Tondo and Pasay Estate actively plant sugar cane, rice, and corn.²⁶

Fishing sectors along Manila Bay were fishing villages like Bangkusay, Navotas, and Baclaran. Towns like Malate, Malate, Tambobong (Malabon), Las Pinas, and Paranaque had extensive salt beds. Tondo was an entrepot where merchants delivered goods from China, Japan, Borneo, Siam, and the Malay Peninsula and distributed the products throughout the islands. Later, foreign traders settled in Tondo Manila Bay, the leading trade route for the spice-producing peninsula, especially in the south.²⁷

With the formal takeover of the Americans in 1898, the city government of Manila was set up on 31 Jul 1901. The Philippine Commission (Art. 13, 11 Jun 1901)²⁸ She abolished the

²² Solorzano, II, de los Reynos de las Indias, tlt:-8", ley 32:- r 190, 20B, 209; Recopilacion de Le 3 vols., Madrid, 1179!1 1943, IIb

²³ Jean Mallat. The Philippines: History, Geography, Customs, Agriculture, Industry, and Commerce of the Spanish Colonies in Oceania. (Manila City: National Historical Commission of the Philippines. 2021) 127

²⁴ Gaspar de San Agustin, *Conquistas de las Islas Filipinas* (1595-1615), (Madrid: Consejo Superior de Investigaciones Cientificas, 1975), p.789

²⁵ Mallat, Jean. The Philippines: History, Geography, Customs, Agriculture, Industry, and Commerce of the Spanish Colonies in Oceania. Manila: National Historical Commission of the Philippines. 2021. p. 127

²⁶ Mallat, Jean. The Philippines: History, Geography, Customs, Agriculture, Industry, and Commerce of the Spanish Colonies in Oceania. Manila: National Historical Commission of the Philippines. 2021. p. 128

²⁷ Mallat, 129

²⁸ The Province of Rizal was created by virtue of Act. No. 137 of the Second

former *Provincia-Militar de Morong* (created in 1857, *Distrito Politico-Militar de los Montes de San Mateo* in 1853), called Rizal Province. Later, the Philippine Commission created a new charter for the City of Manila, forming its boundaries and annexing some of the new Rizal Province's towns to Manila as districts. The borders of the provinces were altered; Gagala-gin was annexed to Tondo, and Santa Ana was designated as a district only and became part of Manila. In July 1902, the city board of Manila officially partitioned the city into 13 political sections. On 15 Aug 1902, the former town of Pandacan was annexed as a city district.

Figure 18: Map of Bahia de Manila.



Source: Algue P. Jose and U.S. Coast and Geodetic Survey. No. 29. Bahia de Manila, David Rumsey Historical Map Collection. 1988. See [https://www.davidrumsey.com/luna/servlet/detail/RUMSEY 8 1 34707 1180320: No-29-Bahia-de-Manila](https://www.davidrumsey.com/luna/servlet/detail/RUMSEY%20134707%201180320%20No-29-Bahia-de-Manila).

When Manila fell into the hands of the Americans on 12 Aug 1898, with the establishment of civil government, the old

Commission dated June 11, 1901. It was initially composed 19 towns of Manila Province, and 14 municipalities of Morong Politico-Military District, or a total of 33 towns. The territory of Rizal Province evolved until it comprises 26 towns (excluding the cities of Caloocan, Quezon, and Pasay) namely: Las Pinas, Malabon, Makati, Paranaque, Taguig, Pateros, Pasig, Marikina, Muntinlupa, Mandaluyong, Navotas, San Juan, San Mateo, and Montalban (from the old province of Manila), and Angono, Baras, Binangonan, Cainta, Antipolo, Cardona, Jalajala, Morong, Pilila, Tanay, Taytay, and Teresa (from the Morong Politico-Military District) Act No. 137 - AN ACT EXTENDING THE PROVISIONS OF THE PROVINCIAL GOVERNMENT ACT TO THE PROVINCE OF RIZAL. - Supreme Court E-Library (judiciary.gov.ph)

Province of Manila was abolished, and some of the towns were transferred to a newly created province of Rizal. Manila was granted on 7 Aug 1901, which vested the city's government in a municipal board composed of five members, three directors appointed by the Governor-General, and two president members. In June 1908, the charter was amended to allow the city's people to participate in the government.²⁹

In 1901, the Province of Manila was abolished and replaced by Rizal Province. The city of Manila enacted its limits and attached some of the new Rizal Province towns in Manila, namely Gagala-gin, Santa Ana, and Pandacan.

One of the five districts existing during the expired year was added at the beginning of the fiscal term.³⁰

- First District: Santa Ana, Pandacan (Beata, Penafrancia), Paco (Santabanes, Tanpuam Looban, Bangbang, Singalong)
- Second District: Malate (except subdistrict of Singalong), Ermita (Concepcion), Intramuros.
- Third District: San Miguel (Uli-Uli), Sampaloc (Santa Mesa, Santol, Mangahan, San Roque, Balic-Balic, San Isidor, Calubcub, Sulucan).
- Fourth District: Quiapo, Santa Cruz (Dulumbayan, San Lazaro).
- Fifth District: Binondo (Meisic, Trozo)
- Sixth District: San Nicolas, Tondo (Tutuban, Palumpung, Tayuman, Gagala-gin, Lico)

Aside from the geographical changes in Tondo Manila during the American period. The United States also governs the Philippines by improving society's social and humanitarian sectors. The Philippine Commission issued bonds for permanent improvements like port works and building bridges and schoolhouses.

The Americans' optimism about motorized urban transportation during this period was not unique. For instance, the idea that an efficient streetcar system could solve the problems of the industrial city—from overcrowding and housing shortages to public health concerns—began in the urban centers of nineteenth-century Western society.

The automobile was also seen similarly. Victor Heiser, Bureau of Health director from 1905 to 1915, saw the purported transformative power of automobiles in changing the unhealthy geography of the city, particularly the walled city of Intramuros. Overcrowded Intramuros and its "malarious" moat were constant targets of the Americans' criticisms of the poor health conditions in Manila. Victor Heiser³¹ Stated: "*Disregarding the*

²⁹ Census of the Philippine Islands: Taken under the Direction of the Philippine Legislature in the year 1918. (1920, vol I.) pp 144-145

³⁰ Seventh Annual Report of the Philippine Commission 1906. (Washington, Government Printing Office, 1907) p. 153. The United States and its Territories, 1870 - 1925: The Age of Imperialism (umich.edu)

³¹ Heiser, Victor. An American doctor's odyssey: Adventures in forty-five countries. New York: W.W. Norton. 1936. P.41

hurt feelings of antiquarians and historians, we admitted Twentieth Century vehicles and ventilated the quarter by punching holes through the walls. We might have razed them completely in our holy zeal for sanitation." The requisite infrastructure had to be in place for the streetcar and the automobile to become effective. Roads thus became an essential concern for the American colonial state. So important were thoroughfares that the Philippine Commission's first monetary allocation, worth US\$1 million, was devoted to building roads (Forbes, 1945, p. 199). If Americans drew a connection between transportation and health, then roads as carriers of vehicles had a role to play in the dynamics. Good roads contributed to Manila's transformation into a healthy city.

The Japanese occupation in 1941 interrupted the civic and social development in Tondo. The Civilian Emergency Administration organized a mock evacuation for the designated residents of San Nicholas and Tondo. The residents in Tondo were assembled at the intersection of Santa Manila and Pavia Street.

When the Japanese bombed the American base in Pearl Harbor, Hawaii on 8 Dec 1941, and within hours later, Davao City, Tuguegarao, Camp John Hay in Baguio, Clark and Subic Bases in Pampanga and Zambales, and Nichols Field and its vicinities in Manila. During the declaration of Manila as an "Open City," the departure military units were rendered in the city; however, on 28 Dec 1941, Manila was heavily bombed. The following year, on 6 Jan 1942, there was a fire in four warehouses in Pobleto and Dagupan streets in Tondo, and they were looted with merchandise.

The formal surrender of Japan to the Pacific War on 2 Sept 1945 and the emancipation of Manila from Japanese rule on 27 Feb 1946 paved the way for the reinstatement of the Commonwealth Government—the Republic Act. No 409, enacted by the first Congress of the Republic in 1949, set the boundaries and limits of the capital city. Districts led by Tondo and followed by San Nicolas, Binondo, and Sta. Cruz, Quiapo, San Miguel, Sampaloc, Intramuros, Port Area, Ermita, Malate, Paco, Pandacan, and Sta. Ana.

Several Tondenos lost their homes during the city's liberation; Manila Mayor Valeriano Fugoso offered the settlers a 20-hectare land reclaimed from the sea after the liberation. Located in the North Bay Harbor, the city government has the least land for the occupants. An area opened for the residential site was the Tondo foreshore, another reclaimed area from the bay, through the Republic Act 1571 authored by Angel Castano, District 1 of Tondo, which provides the sale of foreshore land to lessees of bonafide occupants.³²

After the fall of Manila, the Japanese authorities established the Central Administrative Organization.³³ To respond to the increasing needs and population of Manila while keeping with

the city administration system in Japan. The entire metropolitan area has been divided into 12 administrative districts; Mayor Leon G. Guinto announced it at a conference with the Japanese and Filipino newspaper journalists at the City Hall.

Figure 19: The New City of Manila, as constituted in the new city character, shows the division of the entire metropolitan area into new districts for the "streamlined" city administration. 28 Oct 1942.



Source: Metropolitan Area Of Manila Divided Into 12 Districts - Trove (nla.gov.au).

New names have been given to the new districts except for six former municipalities incorporated into the city territory and retaining their old town title. The terms also used *Tagalog* words to symbolize the new order in the Philippines and Manila divisions.

composed of six executive departments: Interior, Agriculture, and commerce, Communications, Education, Finance, Justice, Health and Public Welfare, Public Works, and Education.

³² Estioko, Ida. "The Tondo Foreshore Urban Renewal Project." *Philippine Sociological Review* 25, No. 1/2 (1977): 39–43. <http://www.jstor.org/stable/43596349>.

³³ On January 23, 1942, General Homma issued an order renaming the national government as Central Administrative Organization headed by a chairperson. The Chairperson of the Executive Commission was assisted by the Council of State, Jorge B. Vargas was appointed by Homma as the Chairperson of the said commission. The Central Administrative Organization was

Table 1: Metropolitan Area of Manila Divided Into 12 Districts.
The Tribune, Vol. 18, no.212, 28 Oct, 1942, p.8.

Districts	Population
BAGUMBAYAN ³⁴ Port Area Intramuros Ermita Malate	93,743
BAGUNGIWA ³⁵ Paco Pandacan Santa Ana	71,205
BAGUMPANAHON ³⁶ Sampaloc Santa Cruz Quiapo San Miguel	238,609
BAGUMBUHAY Tondo Binondo San Nicolas	214,182
BALINTAWAK ³⁷ (Formerly San Francisco del Monte, Galas, and La Loma)	41,157
DILIMAN (Formerly Diliman proper, Cubao and University Districts)	5,889
SAN JUAN (Formerly San Juan del Monte)	25,546
CALOOCAN	48,135
MANDALUYONG ³⁸	25,450
MAKATI ³⁹ (Formerly San Pedro Makati)	31,248
PASAY ⁴⁰	57,952
PARANAQUE ⁴¹	20,467
Total	873,923

³³ On the North side by the Pasig River; on the Northeast by the Pasig River; on the East side by Estero de Paco and Estero Tripa de Gallina up to the former boundary line of the city; on the South side by the former City boundary line on the West side by Manila Bay. It was called as Bagumbayan literary means "New Town" the name of the place in the outskirts of Intramuros and given to the district which embraces that place.

³⁴ On the North and East side by the Pasig and San Juan Rivers on the South side by the former boundary line of the City of Manila; on the West side by the Estero Tripa de Gasllina and Estero de Paco. It was called as "Bagundiwa" which means "New Spirit", by this name, the City of Manila seeks to commemorate and to keep alive the new spirit of the Imperial Japanese Forces – a spirit conceived in the virtues of Oriental ways of tradition which all Filipino should love.

³⁵ On the North of Calle Antipolo from Estero de San Lazaro to Blumentritt, by Calle Blumentritt from Antipolo to the City of Manila; on the East side by former boundary line of the City of Manila; on the South side by San Juan and Pasig River on the West side by Estero de la Reina, Estero de San Lazaro up to Calle Antipolo. Bagumpnanahon means "New Era" in commemoration of this unique era in Philippines history, ushered in by the coming of the Imperial

Source: Author.

Tondo, Binondo, and San Nicolas on the north by the former boundary line of the City of Manila; on the East side by the former boundary line of the City of Manila to the intersection with Calle Blumentritt, from Calle Antipolo from Calle Blumentritt to the Estero de San Lazaro by Estero de San Lazaro and Estero de la Reina to Pasig River on the south side by the river; on the south side by the Pasig River; on the West side by Manila Bay.⁴²

Bagumbuhay means "New Life." The Philippines has entered a new life, one that is more in keeping with the Oriental way of life and consonant with principles of the New Order in East Asia, and a new Philippines can be established and claim the honor of membership in the Greater East Asia Co-Prosperity Sphere.

The formal surrender of Japan to end World War II in the Pacific Region on 2 Sept 1945; moreover, the emancipation of Manila from Japanese rule on 27 Feb 1946 paved the way for the reinstalment of the Commonwealth government under American supervision. President Sergio Osmena⁴³ Headed it shortly after President Manuel Roxas became its last president, and later, it assumed the presidency of the Philippines on 4 Jul 1946.

The Republic Act No. 409, enacted by the first Congress of the Republic in 1949, set the boundaries and limits of Manila as the capital city. Furthermore, it divides the metropolis into fourteen municipal districts for administrative and municipal purposes. The districts were led by Tondo and followed by San Nicolas, Binondo, and Sta. Cruz, Quiapo, San Miguel, Sam-

Japanese Forces in the pursuit of the Greatest East Asia War, whose glorious victories have brought about the redemption of the Philippines from Occidental domination and influence.

³⁶ On the North by the circumferential road; on the East by the circumferential road; on the East by the circumferential road up to the boundary line of the District of Mandaluyong; on the South side by the boundary line of the former municipalities of Mandaluyong and San Juan del Monte' on the West side by the former boundary lines of the City of Manila and Caloocan. The name "Balintawak" is the name of the place where in 1896 Andres Bonifacio, leading Katipunan organization behind him, raised from the famous "Cry of Balintawak" which started the Philippine Revolution against Spain. The purpose is to perpetuate the memory of this name which will always be sacred to the Filipinos.

³⁷ The territory belonging to the former municipality of Mandaluyong. The name was from a Tagalog word "Madaluyong" which means the waves always surge in a direction.

³⁸ This shall comprise the territory belonging to the former municipality of San Pedro Makati. The name originated from the fall of the tide after the flood during the rainy days near the Pasig River.

³⁹ The boundary belonging to the former municipality of Pasay. Much more the name "Pasay" is named after its founder, a Tagalog princiss daughter of King Lukban or Lakandakan, King of South Tondo. She was one of the first concerts of Christianity and was baptized Domingo Custodio.

⁴⁰ This shall comprise the territory belonging to the former municipality of Paranaque which name is based on a Spanish term "para aqui", means to "stop here". These words are used by Spaniards in ordering a cart driver in a place.

⁴² "Metropolitan Area of Manila Divided into 12 Districts", *The Tribune*, Vol. 18, no.212, October 28, 1942, p.8 see 28 Oct 1942 - Metropolitan Area Of Manila Divided Into 12 Districts - Trove (nla.gov.au)

⁴³ Goodman, G.K. *The Japanese Occupation of the Philippines: Commonwealth Sustained*. Philippine Studies. Vol. 36, No. 1 (1988) 98-104

Figure 20: The New City of Manila, as constituted in the new city character, shows the division of the entire metropolitan area into new districts for the "streamlined" city administration.



Source: "Metropolitan Area of Manila Divided into 12 Districts", *The Tribune*, Vol. 18, no.212, October 28, 1942, p.8 see 28 Oct 1942 - Metropolitan Area Of Manila Divided Into 12 Districts - Trove (nla.gov.au).

paloc, Intramuros, Port Area, Ermita, Paco, Pandacan, and Sta. Ana.

The City of Manila is divided into four representative districts for national representation, each to be represented by one member in the House of Representatives.: First District of Tondo, Second Districts of San Nicolas, Binondo, Quiapo, and Sta. Cruz, Third District of Sampaloc and San Miguel, Fourth District of Intramuros, Port Area, Ermita, Malate, Paco, Pandacan, and Sta. Ana.⁴⁴

After the Pacific War in 1945 and throughout 1950, the population grew, and the provincial folks moved to Capital City hoping for greener pastures. Rural poverty in the provinces of Visayas and worsening peace and order in Central and Southern

Luzon and Mindanao are also reasons why the capital city will increase its population. The advantage of harbors and railways is that they are the primary means of transportation in various provinces so that people can appropriately arrive and live in the city.

Tondo's oversupply of workforce overpopulation is perhaps its only significant human resource. Aside from these ills of the community, there is a syndrome of pressure on the population due to its limited space: pollution, flooding, crime, poverty, and corruption. Several people strain and decrease in facilities, utilities, and resources.

Squatter organizations aim to improve access to urban land for the urban poor in two ways. By putting pressure on the administration, both at the local governments of the cities and municipalities and at the level of the metropolis and nation, they try to get squatter areas legalized. In eradicating settlements, they aim to relocate squatters within the boundaries of Metro Manila. Besides that, neighborhood organizations strive to improve public facilities, such as water, electricity, sanitation, schools, and health clinics.

3. Migration and Population.

The demand for workforce and labor increased the population of Tondo, Manila. As the capital of the province, factories of *tapis*, *sayas*, and striped handkerchiefs of cotton and silk, *sinamay*, *pina*, and cotton. Fishing is one of the principal occupations of the inhabitants; skilled mestiza women workers keep shops in general. As a result, an increase in population during the Spanish period occurred in Tondo, Manila; out of 215,640 total inhabitants in 27 *pueblos*, 17,490 were from Tondo as the capital.

The formal surrender of Japan to end World War II in the Pacific Region on 2 Sept 1945; moreover, the emancipation of Manila from Japanese rule on 27 Feb 1946 paved the way for the reinstalment of the Commonwealth government under American supervision. President Sergio Osmena⁴⁵ Headed it shortly after President Manuel Roxas became its last president, and later, it assumed the presidency of the Philippines on 4 Jul 1946.

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⁴⁴ Ibid. Republic Act No. 409 An Act to Revise the Charter of the City of Manila, and for Other Purposes. Official Gazette, vol. 45, No. 10, p. 4249 in October 1949

⁴⁵ Goodman, G.K. The Japanese Occupation of the Philippines: Commonwealth Sustained. Vol. 36, No. 1 (1988) 98-104, Philippine Studies.

Cruz, Third District of Sampaloc and San Miguel, Fourth District of Intramuros, Port Area, Ermita, Malate, Paco, Pandacan, and Sta. Ana⁴⁶.

At the end of World War II in 1945, war destruction was rendered by some Filipinos. Manila was devastated back then; the Pasig River, where one of the battles of Manila, was also damaged, and the Japanese recovered sunken ships. Therefore, the Philippines has urbanized rapidly, and the trend continues. An urbanized and rapid trend now characterizes the Metropolitan area of Manila. The metropolitan area of Manila will later undergo suburbanization. The increase in urbanization has resulted in a typical range of problems, and a strategy for urban development is also considered a problem.

Towards the end of World War II, migrants migrated to Tondo Manila to seek livelihood and, later, survival.⁴⁷; P.A.R.B.O.L. o *Palaboy ng Diyos* is a label Tondoenos gave to migrants from the Visayas region⁴⁸. The concentration of migrants results in population growth, especially in areas in Manila Bay and Pasig River; meanwhile, the Visayans concentrate on the streets of Parola, Smokey Mountain, Palomar, and San Nicolas.⁴⁹.

Throughout the period, problems in space and sanitation arose, leading middle-class residents to vacate the area. The given situation makes way for societal issues such as criminality, pollution, and population increase, leading to a subject of deviance in media, literature, and film.

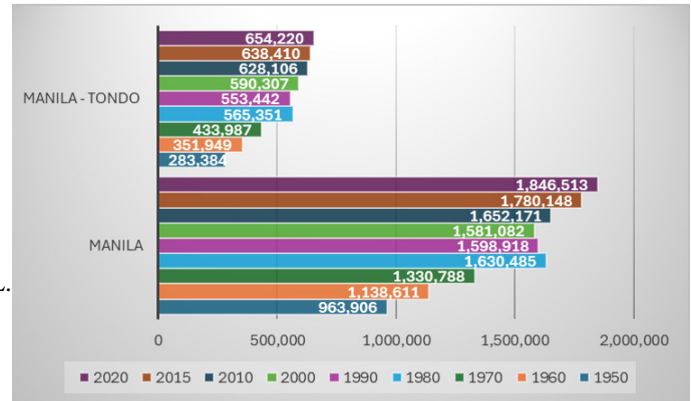
Specific locales became a hub of slums and violence, and later the existence of gangs such as Isla Puting Bato, Parola, Angustia, Velasquez, Bangkusay, and Baryo Magdaragat or Tambakan, later known as Smokey Mountain, Foreshoreland, Parola, Kagitingan, Luzviminda, Isla Puting Bato, Baryo Magsaysay, Bagkusay, and Port Area.⁵⁰.

Most migrants used to construct stilt houses on the shoreline, along the river, canals, railways, vacant lots, garbage depository, under the bridge, *bangketa*, cemetery, abandoned buildings, and container vans. Perhaps criminality, violence, gangs, and deviance also exist in the area.⁵¹.

Migration to the Tondo dates back to the immediate post-war times. Families rendered homeless by the war could settle in Tondo Manila. Settlers from Visayas transferred to Manila after the Second War, finding refuge in Tondo and becoming true Tondoenos. As Tondo continues to expand its population, most of the settlers are from portions of Tagalogs, Ilocanos, Pampangos, Visayans, and Bicolos. Other foreigners that settled were the most significant number of Americans and Chinese, who were active merchants and laborers. The remaining residents were Spaniards, Englishmen, Japanese, and citizens of

various foreign countries⁵².

Figure 21: Summary of the population in Manila and Tondo from 1950 to 2020. Philippine. Census of Population and Housing.



Source: xxxxxxxxxxxxxxxx.

Thus, while migrants in rural areas and smaller cities were moved to Metropolitan Manila, some city residents may have relocated to the suburbs. Therefore, the Philippines has urbanized rapidly, and the trend continues. An urbanized and rapid trend now characterizes the Metropolitan area of Manila. Specific locales become a hub of public violence and the existence of gangs such as Isla Puting Bato, Parola, Angustia, Velasquez, Bangkusay, and Baryo Magdaragat or Tambakan later known as Smokey Mountain. The concentration slum community is in Tondo Foreshoreland, Parola, Kagitingan, Luzviminda, Isla Puting Bato, Baryo Magsaysay, Bagkusay, and Port Area. Therefore, the image of Tondo has become more opposing, especially in the presence of media and literature. In the 80s, Tondo became the subject of *pook maralita*, a hub of squatters, problems in space and sanitation, a proliferation of slums and squatter settlements, inadequate public transport system, traffic, deteriorating health, and sanitation conditions due to lack of potable water and unsanitary disposal of waste: fearsome community, uneducated men, rude, criminalities, and gangsters (Jocano, 1976) .

The increase in urbanization has resulted in a typical range of problems, and a strategy for urban development is also considered a problem. Throughout the period, problems in space and sanitation arose, leading middle-class residents to vacate the area.

4. Economic.

Tondo was rich in natural and natural resources; by the 18th century, the colony's economic life was evident in the production of rice, sugar cane, corn, fruits, and vegetables. Fishing was one of the vital industries in Tondo. It is along Manila Bay where mangrove trees abound, providing a rich marine life, especially in shellfish. Textiles in the community, such as silk and

⁴⁶ Republic Act No. 409 An Act to Revise the Charter of the City of Manila, and for Other Purposes. Official Gazette, vol. 45, No. 10, p. 4249 in October 1949

⁴⁷ Pascual, Elvira M. Internal Migration in the Philippines." The Population Institute First Conference on Population. University of the Philippine Population Institute (1966): 317-322

⁴⁸ Pascual, Internal Migration in the Philippines, 12

⁴⁹ Pascual, Internal Migration in the Philippines, 14

⁵⁰ Pascual, Internal Migration in the Philippines, 15

⁵¹ Narseen, Jon Van, "Squatter Access to Land in Metro Manila." Philippine Studies, 41, no. 1 (1993): 3-20

⁵² Villamor. Census of the Philippine Islands. 141

cotton, were sewn and worn. Entrepreneurs such as Chinese and Chinese mestizos are active in manufacturing goods and retail stores; meanwhile, natives own and operate horse-drawn carriages.

Tondo was the first of the towns to replace Namayan as the first port entry of Manila Bay. Tondo was right on the seaside, which was an advantage, especially for the merchant ships that came into the Bay and unloaded their goods at the Tondo port. In this case, the king of Tondo, Lakan Dula, is responsible for sending the merchandise upriver to the lakeside communities, where it will be traded for local products. Hence, Tondo is a place distributing center and an entrepot on the delta.

Geographically, Tondo was a fishing and agricultural sector in the district of Gagalangin, with orange gardens and other tropical fruit plantations and vegetable farms. Different parts of Tondo and Pasay Estate actively plant sugar cane, rice, and corn.⁵³ Fishing sectors along Manila Bay were fishing villages like Bangkusay, Navotas, and Baclaran. Towns like Malate, Malate, Tambobong (Malabon), Las Pinas, and Paranaque had extensive salt beds. Tondo was an entrepot where merchants delivered goods from China, Japan, Borneo, Siam, and the Malay Peninsula and distributed the products throughout the islands. Later, foreign traders settled in Tondo Manila Bay, the leading trade route for the spice-producing peninsula, especially in the south.

The demand for workforce and labor increased the population of Tondo, Manila. As the capital of the province, factories of *tapis*, *sayas*, and striped handkerchiefs of cotton and silk, *sinamay*, *pina*, and cotton. Fishing is one of the principal occupations of the inhabitants; skilled mestiza women workers keep shops in general. As a result, an increase in population during the Spanish period occurred in Tondo, Manila; out of 215,640 total inhabitants in 27 *pueblos*, 17,490 were from Tondo as the capital⁵⁴.

19th-century Manila brought a multitude of comforts to its settlers. It was described as the state of perfection and comfort among the immigrants. Rolled out of a factory in Manila in the 19th century, the carriages around Manila increased the number of vehicles on Manila streets, then spawned a carriage-making industry for economic progress in the country.

The world market's demand for goods and agricultural products spurred network development, especially in roads, bridges, ports, and modern communication systems. At the close of Spanish rule, these roads and bridges provided for the moderately functional and continuous land transportation system. The right of way for these roads and permanent bridges was valuable and later suitable for the colonizers. A railway plan for Luzon was divided into three separate but integrated lines from a focal point in Manila—the Manila-Dagupan line. The railway spikes are from the British company, the Manila Railway

Company Limited. Ironworks materials for the many bridges and rails were brought in from the United Kingdom. In March 1891, railway tracks were placed in Bulacan, Pampanga, Tarlac, and Pangasinan. By 1902, the franchise of an electric company, the Manila Electric and Railway Company (M.E.R.A.L.C.O.), was established.

Figure 22: Philippine National Railway (PNR) located at Mayhalig St. Tondo Manila.



Source: xxxxxxxxxxxxxxxx.

The port of Manila was also improved, and construction of the breakwater was started—interisland shipping services between Manila and Luzon and the Visayas. In Manila, the Pasig River was the principal trade area connecting the city with the towns around Laguna de Bay. Foreign exchange in the 18th Century Philippines envisioned the primary current affected by cross-cultural currents vis-vis the regional and international flows, increasing economic opportunity.

The efficiency of the transportation system, also observed in the streets of Manila, was enough to spawn a carriage industry and was indicative of the economic development that started in the last two decades of the country's economic progress. Economic growth began in the previous two decades of the 18th century. It gained momentum in the 1870s, especially with the opening of the Suez Canal, the entry of foreign ships, and the network of roads, bridges, canals, ports, and modern communications.

Aside from the railway plan for Luzon, it had been prepared following a royal order of June 1875. The plan is for 1,730 kilometers of the railway to be divided into separate and integrated lines in Manila. Furthermore, the Manila-Dagupan line received attention, especially in the materials in the railway from the British Company- Railway Company Limited.

Conclusions.

The influence of geography on Manila's social development is evident from the Spanish colonial period to the American era.

⁵³ Mallat, Jean. The Philippines: History, Geography, Customs, Agriculture, Industry, and Commerce of the Spanish Colonies in Oceania. (Manila: National Historical Commission of the Philippines. 2021), 128

⁵⁴ Mallat, Jean. The Philippines: History, Geography, Customs, Agriculture, Industry, and Commerce of the Spanish Colonies in Oceania. (Manila: National Historical Commission of the Philippines. 2021), 127

During Spanish rule, town planning efforts began with King Philip II's 16th-century ordinance. Under American colonization, perceptions of health were shaped by Manila's low-lying topography and tropical climate, leading to the development of Tondo and other elevated suburbs like San Juan. Geographic factors, including the economic advantage of Tondo to port, cater to products and people, and later land transportation were also established, which provided a further advantage to migration from provinces to Tondo.

The idea of social movements is also based on man's involvement in society, especially in the socio-economic conditions of the natives in the community. Thus, Braudel's theory paves the way for understanding that the geography of Tondo is an advantage in Manila and its provinces in Luzon as well as the Visayas and Mindanao. These historical approaches to urban planning and development highlight the ongoing influence of geography on Manila's social landscape from the Spanish colonial period through the American era.

Fernand Braudel and Tondo, Manila, are two seemingly unrelated entities that are connected through the history of globalization and trade. Braudel's work highlights the interconnectedness of global trade networks and how they facilitated the exchange of goods, ideas, and cultures between different regions. Tondo's history as a significant trade hub in Asia reflects this phenomenon, with merchants and traders worldwide coming to exchange goods at its ports.

In conclusion, by exploring the intersection of Braudel's work on globalization and Tondo Manila's role as a commercial hub, we can gain insights into the complex dynamics of early modern trade networks and their impact on global economic and social systems.

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