

terminals and a truck coordinating service. San Francisco's Foreign Trade Zone (one of only four in the U. S.) provides California with a special area where imported goods can be stored and processed free of customs entries.

The harbor is controlled by the State of California and is governed by the State Board of Harbor Commissioners appointed by the Governor. Of the 42 piers, most of them are assigned to steamship companies having their own fleets and operating their own schedules. San Francisco harbor facilities are valued at more than \$100,000,000.

Over 250 air and marine lines maintain offices or agencies in the city, giving the Bay Area direct links with more than 300 world ports.

Water-borne cargo tonnage of San Francisco Bay is foremost on the Pacific Coast and high among those of the nation's ports.

In 1960, world trade through the San Francisco Customs District was valued at over \$1,241,000,000, a record-breaking year.

Exports .....	\$721,437,373
Imports .....	\$520,342,755

In 1960, total water-borne commerce moving through San Francisco Bay amounted to over 52,600,000 tons.

Principal exports in 1959 through the San Francisco Customs District were as follows (with values):

Industrial machines and parts. ....	\$35,135,343
Cotton, unmanufactured. ....	32,880,391
Fruits, canned, except juices. ....	25,048,375
Fruits, dried and evaporated. ....	22,337,381
Chemical Specialties. ....	21,308,499
Electrical machinery and apparatus. ....	20,123,039
Constructing and mining machinery and parts. ....	14,347,963
Rice. ....	14,136,048
Iron and steel scrap, incl. tin plate. ....	13,110,521
Condensed and evaporated milk. ....	13,019,743

The ten leading imports were:

Coffee, raw and green. ....	\$100,054,739
Auto, trucks and buses, excl. parts. ....	62,042,084
Petroleum, crude. ....	42,568,696
Copra. ....	29,524,361
Electrical machinery and apparatus. ....	22,835,360
Meat products, fresh, chilled or frozen. ....	16,465,751
Standard newsprint paper. ....	15,429,704
Rolled and finished steel mill products. ....	13,438,019
Textile products. ....	13,032,728
Distilled spirits, wines and malt liquors. ....	9,869,326

Since World War II, the Port of San Francisco has been enhanced by a \$20,000,000 modernization and expansion program. Major improvements have included a series of new piers and terminals such as the Mission Rock development, the Islais Creek grain terminal expansion, the State Cotton Terminal, a foreign trade zone and conversion of the north wing of the Ferry Building for the World Trade Center. Construction on a \$30,000,000 super terminal at Islais Creek will commence this year, providing a 61-acre area with berthing for eight of the largest ships at a time. This is to be completed in 1963.

Besides the movement of commodities by water, there is a large rail traffic in the San Francisco area; during 1960 it reached 663,000 freight-car movements, and 4,168,502 truck crossings over Bay and Golden Gate bridges.

## TRANSPORTATION

**Distribution Facilities**—A vast transportation network, including transcontinental rail and highway facilities, air transport services, and steamship lines, converges in San Francisco, bringing unexcelled transportation services to local industry and business. San Francisco's fortunate geographic position on the Pacific Coast, combined with excellent distribution facilities, makes it possible for business and industry located here to serve a larger portion of the Western markets at lower distribution costs than can be reached from any other Pacific Coast city.

### Rail

San Francisco is served directly by four Class I railroads operating more than 27,000 miles of line. These railroads with their connections thoroughly blanket California and neighboring states, and by means of seven major transcontinental routes and connecting routes provide fast, dependable service to and from all parts of the U. S., Canada and Mexico. Passenger trains second to none are operated to and from the city. Reciprocal switching arrangements are in effect, under which the line-haul carrier will absorb the charges of the switching carrier on competitive traffic. Over 50 railroads maintain off-line agencies here.

**State Belt Railroad**—These four railroads connect with the State Belt which serves the San Francisco piers and many industries near the waterfront. They absorb the Belt's switching charge on line-haul carload traffic and, in part, on interline switching movements subject to stated minimum revenue per car.

**L. C. L. Service**—Store-door pick-up and delivery service for less-than-carload traffic is available be-