

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

Industrial machines and parts	\$35,185,343
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. plate	13,110,321
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	42,568,695
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 (1962), providing a 61-acre area with berthing for eight of the largest ships at a time. This is to be completed in 1963.

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 between San Francisco and practically all points in California and neighboring states, including over-night service to points in the San Joaquin and Sacramento valleys, along the Coast, and Los Angeles.

Water

Fast new marine freighters provide regular service between San Francisco and the Hawaiian Islands, Alaska, Australia, New Zealand, the South Seas, the Orient, Central and South America, the West Indies, Europe, South Africa and North Africa, also the Atlantic and Gulf coasts of the U. S. Luxurious and reconverted passenger liners operate to the Hawaiian Islands, the Orient and around the world. Limited passenger accommodations are available on freighters to Australia, the Orient, Central and South America, Europe, Puerto Rico, South Africa, and the East Coast of the U. S. Barge services for bulk and general cargo are maintained to points on San Francisco Bay and connecting waters.

Highways

Truck Lines—Over 100 common-carrier truck lines provide scheduled service between San Francisco and points in California and neighboring states. Overnight service is available to all important points in California and to southern Oregon and western Nevada. In addition, more than 600 truck operators having headquarters or agencies in San Francisco hold intrastate permits from

the Public Utilities Commission of California or interstate permits from the Interstate Commerce Commission.

Bus Lines—Bus lines radiate north, east and south, providing frequent service between San Francisco and all important points in California and the eleven Western States. Two lines provide transcontinental service. Sight-seeing buses operate between San Francisco and neighboring points of interest, as well as in the city proper. Buses and limousines are available for charter.

Air

San Francisco is one of the major air terminals of the Pacific Coast. Its huge International Airport ranks among the world's finest. This magnificent terminal was dedicated in 1954 at a cost of \$85,000,000 as a living growing monument to commercial aviation. A \$29,000,000 expansion of the airport is now under way to handle the constantly-increasing flow of traffic. Air service originates from here to virtually every point in the U. S., the Far East, Australia, the Pacific Islands, and Central and South America, and direct service via the polar route between here and Europe. Two major American flag carriers and one foreign flag carrier are now in service between San Francisco and Europe.

Eleven regional and trunklines, plus four foreign flag carriers, provide numerous daily services for passengers, mail, express and freight. Most of the world's air lines which do not directly serve the city have ticket offices or traffic representatives here. In 1960, over 4,637,000 passengers arrived or departed on the 146,022 flights by scheduled air lines.

One of the world's largest carriers has an immense maintenance base at the San Francisco airport, and other lines maintain servicing facilities which are being expanded under the development program now in progress.

Charter services, flight training and facilities for private planes are available at many smaller airports in the vicinity of San Francisco.

EMPLOYMENT

In July, 1960, employment in the city of San Francisco was about 473,500, and for the San Francisco-Oakland Metropolitan Area, an average 1,166,650 were employed as follows:

	July, 1960 San Francisco only	1960 average, Metropolitan
Agriculture	100	17,840
Construction	21,000	70,690
Manufacturing	69,700	203,840
Communication, transportation and utilities	53,400	106,980
Wholesale trade	49,300	81,410
Retail trade	67,200	178,640
Finance, insurance and real estate	49,700	77,630
Services	92,200	205,970
Government	69,700	207,300
Totals including others	473,500	1,166,650

The City employs over 23,000 people, of whom 4,000 are certified teachers. Another 3,500 work for the fire and police departments, and 1,950 with the street railways.

MANUFACTURERS

The manufacturing industries in San Francisco comprise an important part of the city's activities, leading the nine major fields of activity in San Francisco in insured payroll. Over one-fifth of the insured employment and payroll was accounted for by the manufacturing industries in 1960. In June, 1959, there were 1,784 concerns, with a total of 21,400 employees. Value added by manufacturing (1957 U. S. Census of Manufactures) was \$544,817,000.

Insured wages in manufacturing industries in San Francisco during 1960 amounted to over \$415,000,000, compared to about \$259,000,000 in 1950.

1960 MANUFACTURING PAYROLLS, SAN FRANCISCO BAY AREA Annual Insured Wages, by Industry (in \$ millions)

Industry	City and County of San Francisco	San Francisco-Oakland Metropolitan Area
Food and kindred products	\$102.24	\$245.72
Printing and publishing	81.09	126.66
Fabricated metal products (except ordnance, machinery and transportation equipment)	42.09	138.64
Petroleum refining and related industries	33.02	79.80
Machinery, including electric	31.49	182.44
Apparel and other fabrics	25.17	28.94
Transportation equipment	25.29	93.76