

Principal exports in 1960 through the San Francisco Customs District were as follows (with values):

Cotton, unmanufactured,	\$95,330,592
Office machines, printing, bookbinding,	47,416,032
Fruits, dried,	31,359,903
Chemical specialties,	30,718,021
Fruits, canned, except juices,	28,802,872
Electrical machinery and apparatus,	17,493,957
Construction and mining machinery and parts,	16,355,813
Condensed and evaporated milk,	15,462,576
Iron and steel scrap, incl. tin plate,	15,162,593
Lubricating oils and greases,	14,491,640

The ten leading imports were:

Coffee, raw and green,	\$98,145,837
Petroleum, crude,	49,049,881
Auto, trucks and buses, excl. parts,	39,917,876
Copra,	27,708,998
Electrical machinery and apparatus,	27,230,947
Standard newsprint paper,	18,739,138
Wool, semi-manufactures and manufactures,	14,305,425
Distilled spirits, wines and malt liquors,	11,406,389
Meat products, fresh, chilled or frozen,	11,112,909
Rolls and finished steel mill products,	9,978,509

Since World War II, the Port of San Francisco has been enhanced by a \$70,000,000 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 \$26,000,000 super terminal at Islais Creek was begun in 1963, providing a 61-acre area with berthing for eight of the largest ships at a time. This is to be completed in 1965. San Francisco remains the leading general cargo port on the U. S. Pacific Coast.

TRANSPORTATION

Distribution Facilities—A vast transportation network, including transcontinental rail and highway facilities, air transport services, and steamship line, 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—The four railroads connect with the State Belt which serves the San Francisco piers and many industries border the waterfront. They absorb the Belt's switching charges 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.

Rapid Transit—Three counties of the Bay Area (San Francisco, Alameda and Contra Costa) are partners in the construction of an all-new, \$925-million high-speed rail rapid transit system, approved by voters in these counties in 1962. The system will consist of a 75-mile route network, connecting downtown San Francisco and Oakland and Berkeley, with arms reaching out to Richmond, Concord, Fremont and Daly City. A total of 37 stations are to be connected by 70-mph trains, running at 90-second intervals during peak hours and 15-minute periods at other times. Engineering work is in process, with actual completion scheduled for 1971.

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 operated 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. A new south terminal wing, costing \$14,000,000, was opened in 1963. 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 trunk lines, 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 1963, 6,414,620 passengers arrived or departed on the 171,431 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 April, 1964, employment in the city of San Francisco was about 476,600, and for the San Francisco-Oakland Metropolitan Area, an average 1,217,200 were employed as follows:

	July, 1962 San Francisco only	April, 1964 average, Metropolitan area
Agriculture	0	14,500
Construction	20,800	76,800
Manufacturing	64,200	202,000
Communication, transportation and utilities	52,700	110,600
Wholesale trade	49,700	81,700
Retail trade	64,200	187,000
Finance, insurance and real estate	54,700	87,500
Services	96,400	230,500
Government	72,800	225,600
Totals including others	476,600	1,217,200

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, being among the nine major fields of activity in San Francisco in insured payroll. In December, 1964, there were 1,946 concerns, with an average yearly total of 61,242 employees.

Insured wages in manufacturing industries in San Francisco during 1963 amounted to over 434,395,000, compared to about \$259,000,000 in 1950.