# PACIFIC COAST

# WATERBORNE FOREIGN TRADE, 1954

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# PACIFIC COAST WATERBORNE FOREIGN TRADE — 1954

## INTRODUCTION

THIS statistical supplement presents data on the waterborne foreign trade of the Pacific Coast for the calendar year 1954 from the official records of the Bureau of the Census, United States Department of Commerce. For the most part, the data presented here are not included in the official published reports. This is the second year that this information has been made available; a similar study was made of 1953 trade statistics in an earlier supplement to the *Monthly Review* dated August 1955.[1]

As in the 1953 supplement, the statistics cover merchandise exports and imports by vessel only. Shipments by air, rail, and truck are therefore excluded. Vessel exports represent exports of both domestic goods and foreign goods (re-exports) laden at United States ports or customs districts for shipment to foreign destinations. Export shipments to United States civilian Government agencies and exports under foreign aid programs made on commercial vessels not controlled by the Department of Defense are included. Vessel shipments controlled by the Department of Defense, such as certain cargoes shipped under the foreign economic and military aid programs, are excluded, as are shipments for the use of United States Armed Forces abroad, shipments between United States territories and possessions, and shipments of "special category" goods (excluded for security reasons). Imports are general imports unladen from vessels, that is, imports for immediate consumption plus entries into customs bonded storage warehouses. In-transit trade includes all merchandise shipped in bond through the United States in transit from one foreign country to another *without having been entered as an import.*

The data furnished by the Bureau of the Census were again in the form of machine tabulation cards covering all vessel shipments for the calendar year 1954. The Bureau of the Census regularly publishes statistics on the total shipping weight and total value of the foreign trade of the Pacific Coast customs districts, but these reports do not show any commodity or country detail. By tabulating the cards, commodity and country information was obtained for this study. The country, commodity, port, and customs districts definitions are those employed by the Bureau of the Census in their waterborne trade statistics publications.[1]

In the arrangement of the statistical tables in this supplement, an effort has been made to follow closely the same arrangement used in the first supplement to facilitate comparisons of the data shown for the two years. Some of the more detailed tables which were of less general interest have been eliminated, however.

Data on the in-transit trade of the Pacific Coast have been summarized in one table in the present supplement, replacing the five tables presented in the earlier supplement. The data showing the detailed breakdown of the in-transit trade by commodity and country were not tabulated because of the limited interest shown in this relatively small segment of total trade.

Two tables, "Waterborne Dry Cargo Trade of Pacific Coast Customs Districts by Foreign Country of Origin or Destination" and "Tanker Trade of Pacific Coast Customs Districts by Foreign Country of Origin or Destination," have also been omitted. These two tables, which contained a complete listing of foreign country data for both exports and imports by dry cargo and tanker vessels, were omitted because of their length and because the information of greatest general interest is summarized in other tables included in this supplement. These data have been tabulated for 1954, however, and mimeographed copies are available upon request.

The remaining tables are identical with those contained in the earlier supplement. In addition to the one new summary table on in-transit trade, there are two tables which indicate the

[1] A limited supply of this earlier supplement, "Pacific Coast Waterborne Foreign Trade, 1953," is available. Requests should be directed to the Research Department, Federal Reserve Bank of San Francisco, San Francisco 20, California.

[1] For a more detailed explanation of the terms employed, see the supplement to the *Monthly Review*, dated August 1955, "Pacific Coast Waterborne Foreign Trade, 1953."

relative importance of dry cargo and tanker trade by customs districts and the over-all importance of the trade of individual ports, four tables showing commodity and commodity group detail, and four tables showing country and trade area detail. The commodity tables show the most important individual commodity exports and imports for the Pacific Coast as a whole and the commodity composition of trade for each Pacific Coast customs district by major commodity groups. The country tables show the leading markets and sources of imports for the Pacific Coast and the distribution of Pacific Coast exports and imports by customs district and trade areas.

While an attempt has been made to maintain comparability of the data by keeping essentially the same organization and tabular content, the 1954 and 1953 data are not strictly comparable because of a change in coverage of the sampling procedures used in the two years. In 1954, sampling procedures, which were first introduced in 1953, were further extended to reduce a heavy workload attributable to a sharp increase in the number of documents that had to be processed.[1] Sampling procedures only were used to estimate export shipments valued at less than $500 and import shipments of 2,000 pounds or less and thus did not affect major summary figures to any significant extent. The range of variability increases (or the accuracy of the estimates decreases), however, as the statistics are broken down into more detailed classifications by customs districts, foreign countries, and commodities. Consequently, it has been considered advisable in this supplement to incorporate the estimates only in the broader group classifications. The estimates are included in the tables of total trade by customs districts and ports, and Pacific Coast totals by trade areas and by commodity groups. Statistics showing trade area and commodity group detail by individual customs districts do not include the estimates nor do the tables on trade by individual country and commodity. Unless otherwise indicated in the text the omission of the estimates based on the samples does not affect the relative ranking of the countries or commodities. All of the 1953 data presented in the earlier supplement included estimates based on the samples of that year.

In the following section of this study some of the more significant developments in Pacific Coast waterborne foreign trade during 1954 have been summarized from the statistical tables. The purpose of this section is to provide readers who dislike working directly from statistical tables or those with more limited interests with a thumbnail sketch of the detail presented. There is only a limited amount of data in this section which is not included in the tables, so that the reader who is more interested in the statistical material may proceed directly to the statistical section.

[1] For January-June 1953, export shipments of domestic and foreign merchandise valued at $100 or more were completely covered. For the period July-December 1953, data for export shipments valued from $100 to $499 were based on a 10 percent random sample. Imports valued at $100 or more were compiled on a complete coverage basis for the entire year 1953. As in previous years exports and imports valued at less than $100 were excluded from the totals.

In 1954 export shipments valued from $100 to $499 were estimated on the basis of a random 10 percent sample for the whole calendar year. Import shipments of 2,000 pounds or less, irrespective of value, were also estimated for the first time in 1954 on the basis of a random 2 percent sample of all import declarations comprising this category. All shipments valued at less than $100 were again excluded from total export and import figures.

## THE PATTERN OF PACIFIC COAST WATERBORNE FOREIGN TRADE IN 1954

In 1954 the Pacific Coast customs districts maintained their share of United States waterborne foreign trade. The total value of United States waterborne foreign trade (exports and imports combined) remained virtually unchanged in 1954 compared with 1953. In contrast, the Pacific Coast total increased by 8 percent to within 4 percent of the postwar peak of 1951. As a result the Pacific Coast's share of United States waterborne trade value rose from 10 to 11 percent, a postwar record.

The relatively better performance of Pacific Coast value totals, compared with the national totals, reflected a larger percentage increase in the value of exports and a smaller percentage decline in imports. An increase of 16 percent in export value gave the Pacific Coast a 12 percent share of United States exports, equaling the 1952 high. At the same time, due to the relatively smaller decline in imports, the Pacific Coast's share of total imports increased to 9.7 percent, the highest level since 1947.

In terms of shipping weight of waterborne cargoes handled, the Pacific Coast did not make such a good showing relative to the country as a whole. While the United States totals showed

practically no change, Pacific Coast tonnage declined 9 percent from 1953 to 1954. This was largely due to a 15 percent decline in the shipping weight of Pacific Coast imports in contrast to a 1 percent increase for the United States. The shipping weight of Pacific Coast exports showed a more modest decline of 5 percent.

## Pacific Coast Waterborne Foreign Trade by Port and Customs District

In 1954, as in 1953, twelve ports, out of a total of 37 ports handling foreign cargoes, accounted for the major part of Pacific Coast waterborne foreign trade. In 1954 the 25 smaller ports handled only 6 percent of the total value. Among the major ports, San Francisco, Los Angeles, and Long Beach were again the first three, in that order, accounting for 60 percent of the total value with individual shares of 28, 21, and 11 percent, respectively. Of the larger ports only Portland, Longview, and Seattle failed to show an increase in the dollar volume of trade. In terms of shipping weight, however, only San Francisco, Oakland, Alameda, Vancouver, and Tacoma among the larger ports showed increases in 1954 over 1953.

Of the five Pacific Coast customs districts, San Francisco was again the leader in dollar volume, followed by Los Angeles, Washington, Oregon, and San Diego. But Los Angeles was first on the basis of tonnage instead of San Francisco—with the other districts in the same order as above. There were only slight variations from 1953 in the percentage share of each district in the overall total. Oregon was the only customs district to register a decline in value, while total tonnage was less for all districts except Washington and San Diego.

## Commodity Composition of Pacific Coast Imports

Out of the eleven broad commodity categories used by the Department of Commerce in its foreign trade statistics, the five which led in 1953 again accounted for four-fifths of the value of the Pacific Coast's imports in 1954. These five categories also retained their relative standings: the vegetable food group was first, followed by metals and metal manufactures, wood and paper products, inedible vegetable products, and nonmetallic minerals in that order.

### *Vegetable food imports again first by value*

Although vegetable food imports in 1954 were $19 million below the previous year, this commodity group was still the most important in value terms. A large part of the decline can be explained by a $16 million decrease in coffee imports. Coffee, however, continued to be the Pacific Coast's most important import on the basis of value. High coffee prices, resulting from an anticipated shortage of supplies from Brazil because of frost damage, discouraged imports and consumption, but also served to cushion the effects of a 24 percent decline in physical volume. During 1954 Colombia replaced Brazil as the Pacific Coast's most important supplier of coffee. Guatemala and El Salvador were the third and fourth most important suppliers.

The lower level of coffee imports hit the San Francisco customs district most severely since it is the major coffee importing district on the Pacific Coast. Coffee imports still comprised 86 percent of the San Francisco district's imports of vegetable food products and the district remained the leading importer of vegetable food products.

### *Imports of metals and manufactures second largest in 1954*

Imports of metals and metal manufactures totaled $100 million in 1954, just a little over $1 million less than in 1953. More than three-fourths of the total consisted of nonferrous ores. Declines in some of the principal commodities in this group—copper ores, lead ores, zinc ores, crude and semifabricated tin, and rolled and finished steel mill products—were offset in part by a $6 million increase in imports of copper in crude forms from Chile.

Washington was the largest Twelfth District importer of metals primarily because of the concentration of copper refining facilities in that district. Increases in copper ore imports from the Philippines, Canada, and Australia were counterbalanced by smaller imports from Chile, Peru, and Mexico. Two-thirds of the imports of rolled and finished steel mill products entered the ports of the Los Angeles district while the San Francisco district held a dominant position (70 percent) in lead imports. Bolivia and Peru were the most important sources of lead imports. The

leading suppliers of steel mill products were Japan, West Germany, the United Kingdom, and Belgium.

### *Wood and paper imports increased*

Wood and paper imports increased 13 percent in value in 1954. Newsprint accounted for almost half of the Pacific Coast's imports in this category, with Canada supplying approximately seven-eighths of the total and Finland most of the remainder. Although imports declined 5 percent in value, newsprint became the Pacific Coast's second most important individual import product.

Perhaps the most interesting development within this commodity group during 1954 was the increase in imports of plywood, 85 percent of which was supplied by Japan. Logs (principally from Canada), lumber and shingles (from the Philippines and Japan), and miscellaneous wood manufactures (from Japan and Hong Kong) comprised most of the remainder of the wood and paper imports.

The Los Angeles district was the principal importer of wood and paper products in 1954 followed by Washington and San Francisco in that order. Newsprint accounted for approximately three-fifths of both Los Angeles' and San Francisco's imports in this category.

### *Lower copra and rubber imports resulted in decline in inedible vegetable product imports*

Despite declines in copra and rubber imports, the two most important commodities in the inedible vegetable product group, this group remained the Pacific Coast's fourth most important in 1954. Copra imports amounted to 57 percent of total import value in this category. Practically all of the copra was shipped from the Philippines into the Los Angeles and San Francisco customs districts. Crude rubber imports entered largely through the Los Angeles district and the principal suppliers were British Malaya and Indonesia.

### *Nonmetallic mineral imports ranked fifth by value*

Although nonmetallic mineral imports ranked fifth among the commodity groups in terms of value, they ranked first in terms of shipping weight. Crude petroleum is the principal commodity within this group—67 percent of the total in 1954. Crude petroleum imports in 1954, however, were down sharply with a more than 30 percent decrease from the 1953 level. As a result of this decline crude petroleum fell from second to fourth place in value among individual commodity imports, being surpassed in importance by both newsprint and copra.

### *Other important import commodities*

Other important commodities which were among the ten leading import commodities during 1954, but which were not included in the broad commodity groups previously described, included: automobiles, trucks, busses, and parts; fresh and frozen fish; miscellaneous fish products; and meat and meat products other than fresh and frozen. Imports of automobiles were down 10 percent by value from 1953, with the decline in United Kingdom imports not completely compensated for by an increase in imports from West Germany. Imports of fresh and frozen fish, consisting largely of tuna and salmon, increased 46 percent in value. Japan was a major factor in this increase, but Peru and Canada also shipped more of these products to the Pacific Coast. By contrast, imports of miscellaneous fish products (mostly canned) fell 10 percent by value as imports from Japan, Canada, Portugal, and the United Kingdom declined. Imports of miscellaneous meat products (also primarily canned) increased by 24 percent over 1953, with larger supplies coming from the Netherlands, Denmark, and Uruguay while Argentina supplied a smaller amount.

## Commodity Composition of Pacific Coast Exports

The five commodity group categories that constituted the major proportion of export value in 1953 were again dominant in 1954, accounting for 75 percent of the value of total exports.

### *Vegetable food products again the principal commodity group export*

Exports of vegetable food products declined 10 percent in value in 1954; this decline was more than accounted for by a 43 percent decline in wheat exports. Nevertheless, vegetable food products were, as it had been in 1953, the principal export commodity group, making up 27 percent of the total value of Pacific Coast exports. Within this commodity group, grains and

grain preparations accounted for half the total; fruits and preparations, 25 percent; and vegetables and preparations, 10 percent.

The decline in wheat exports was largely explained by the disappearance of exports to India, which had amounted to $33 million in 1953, and a decline of $9 million in shipments to Pakistan. Exports to both of these countries had been stimulated earlier by emergency aid programs. A further result of the decline in wheat exports was that this commodity, which was the leading individual export commodity by value in 1953, slipped to a second place position behind cotton.

Among the other individual commodities within the vegetable commodity group which declined in value during 1954 were canned fruit and canned vegetables. Commodities showing increases were barley and rye, which increased 50 percent in value and 77 percent in volume, and edible vegetable oils and fats (much of it shipped under the Government's surplus disposal programs), which rose to almost four times the 1953 value and five times the 1953 volume. The value of fresh and frozen fruit and dried fruit exports also increased moderately but physical volume was down. Rice and wheat flour exports were little changed in terms of value but showed increases in tonnage.

Because of the decline in wheat exports, the San Francisco customs district became the leading exporter of vegetable food products in 1954, replacing the Oregon district which is dependent to a major extent on its wheat exports. Lower wheat exports also exerted a depressing effect on the Washington district's exports in this category.

### *Exports of textile fibers and manufactures increased sharply in 1954*

Exports of textile fibers and manufactures in 1954 were more than double the value of shipments in 1953, and they comprised 20 percent of total Pacific Coast export value. Out of a total value of $210 million in exports in this group, cotton accounted for $200 million, an increase of 124 percent over 1953. With this sharp increase cotton became the most important single commodity export. Cotton shipments to Japan increased by $48 million, and there were also substantial increases in shipments to India and West Germany. The remainder of the increase was distributed among the United Kingdom, the Netherlands, Belgium, and France. A large part of the cotton exports was financed by the United States Government under Export-Import Bank loans or under section 550 of the Mutual Security Act.[1]

The concentration of cotton production in the state of California resulted in the predominance of the Los Angeles customs district, which shipped 70 percent of the cotton, and the San Francisco district in the export of textile fibers and manufactures. The San Diego district, which has enlarged its facilities for handling cotton, exported $4.6 million of textile products in 1954.

### *Exports of machinery and vehicles declined in importance in 1954*

For the United States as a whole, machinery and vehicle exports continued to be the leading export commodity group in 1954. The same situation does not prevail on the Pacific Coast. In fact, machinery and vehicle exports fell from second to third in importance in 1954 as the export value of this group declined by 10 percent. This decrease was due to lower exports of construction and mining machinery, which were down 27 percent; automobiles, trucks, busses, and parts, down 33 percent; and agricultural machinery, down 12 percent. Exports of electrical machinery were an exception, showing a small increase in value, while other industrial machinery and parts remained at about the 1953 levels.

Japan and the Philippines continued to be the principal markets in 1954 for Pacific Coast exports in this category. The San Francisco customs district was by far the most important in this trade, accounting for 60 percent of the machinery and vehicles exports, while the Los Angeles district was next with 29 percent of the value.

### *Larger exports of metals and manufactures*

Exports of metals and metal manufactures increased by 46 percent in value from 1953 to 1954, an increase which was exceeded only by the textile fibers and manufactures commodity group. An increase of 45 percent by value and 56 percent by weight in refined copper exports

[1] Sale of surplus agricultural commodities for foreign currencies.

contributed much to this improvement. Exports of refined copper, which made up 40 percent of the exports of metals and manufactures, were destined mainly for Europe, Brazil, Japan, and Australia. Most other products included in this group, except rolled and finished steel products, showed increases in value, with Japan and West Germany the major purchasers. Exports of rolled and finished steel products declined 42 percent as shipments to Asia and Latin America fell off.

All of the refined copper was shipped out from Washington refineries, with the result that the Washington district was the most important exporter of metals and manufactures, accounting for almost half the total value.

### *Nonmetallic minerals showed largest percentage decline of all commodity groups*

Exports of nonmetallic minerals showed the largest percentage decline in value of all Pacific Coast commodity groups in 1954, falling by $20 million or 18 percent from 1953. Despite the drop in value, nonmetallic minerals were still the most important export commodity group on the basis of shipping weight. Much of the decline in this group was concentrated in exports of motor fuels and gasoline and crude petroleum, which were down 43 and 60 percent in value, respectively. Exports of these two commodities to Canada, which was the principal customer, were most severely affected. Exports of residual fuel oil and gas oil and distillate fuel oil were little changed from 1953.

Ninety-six percent of nonmetallic mineral export value in 1954 was accounted for by the Los Angeles and San Francisco districts.

### *Other important export commodities*

Significant changes in other important individual export commodities not included in the dominant commodity groups described above occurred during 1954. Of particular importance were some of the products of Pacific Coast forests. Exports of lumber and shingles increased 27 percent in value in 1954 and ranked fourth among individual commodity exports. The most spectacular increase took place in wood pulp exports which were two and a half times larger than the 1953 value. This increase raised wood pulp to ninth place among individual Pacific Coast exports. Paper products also showed a significant increase of 38 percent. The two Pacific Northwest districts of Oregon and Washington handled the major proportion of these shipments.

Among other individual commodities which showed an improvement in 1954 over 1953 were industrial chemicals, which increased 10 percent in value although shipping weight was down 12 percent, and condensed and evaporated milk, up 15 percent in both value and shipping weight.

Among the commodities registering decreases were two commodities, formerly important among Pacific Coast exports, which have shown a downward trend in recent years. These were raw hides and skins, exports of which dropped $2 million in value, and canned fish, exports of which fell below $10 million in 1954.

## Pacific Coast Foreign Trade by Country

### *Asia was the Pacific Coast's most important trading area in 1954*

In 1954 Asia (including South, Southeast, and East Asia) continued to play its traditional role as the Pacific Coast's most important trading area. Asia is not only the Pacific Coast's principal market, taking 52 percent of total exports by value in 1954, but it is also the leading source of imports, supplying 32 percent of import value. Asia's importance to the Pacific Coast increased somewhat in 1954. While imports were maintained at about the 1953 level, exports to Asia showed a 10 percent increase.

South Asia (including India, Pakistan, and Ceylon) and Southeast Asia (including such countries as Thailand, Indonesia, Malaya, and the Philippines) usually account for a much larger share of the Pacific Coast import trade than East Asia (including Japan, Korea, Taiwan, and Hong Kong). The reverse usually holds in the case of Pacific Coast exports. In 1954 this characteristic of Pacific Coast trade with Asia was accentuated somewhat due to a further shift in export markets within the area. All of the 10 percent increase in exports to Asia was attributable to larger exports to East Asia which more than offset a 10 percent decline in exports to Southeast Asia.

### *Japan*

Among the individual countries of Asia, Japan is by far the most important to the Pacific Coast.

Japan is also the Pacific Coast's most important trading partner on an over-all basis. It continued as the principal export market in 1954, with 30 percent of total value, and became the leading source of imports[1] in place of Brazil, which held this position in 1953.

Pacific Coast exports to Japan in 1954 showed a 12 percent increase over 1953. Raw cotton shipments were the major factor, increasing by $48 million to a total of $79 million. Wheat, rice, barley and rye, iron and steel scrap, copper, dried milk, and wood pulp exports also increased. There were substantial declines in exports of residual fuel oil; raw hides and skins; industrial machinery; automobiles, trucks, and busses; lumber and shingles; and coke.

Imports from Japan which were larger in 1954 included fresh and frozen fish (mostly tuna), burlap and jute bagging, miscellaneous textile products (mostly silk), lumber and shingles, plywood (manufactured from both imported Philippine and native woods), and clay products such as chinaware. Substantial decreases were shown in Pacific Coast imports of rolled and finished steel mill products and crude and semifabricated aluminum.

Among the Pacific Coast customs districts, Los Angeles handled the largest share of the Japanese trade in 1954, followed closely by San Francisco. Washington and Oregon were third and fourth respectively on the import side, but their positions were reversed on the export side.

### *The Philippines*

Another Asian country of particular importance to the Pacific Coast, and one which has often rivaled Japan in past years, is the Philippines. Despite a 7 percent decline in Pacific Coast exports, the Philippines remained the second most important export market in 1954. Its import position, however, deteriorated from second in 1953 to fourth in 1954 as Pacific Coast imports also fell.

A wide variety of commodities were involved in the decline in Philippine imports, including copra, copra meal for animal feed, nuts and preparations, lumber and shingles, chrome, and unmanufactured hemp. Among the few commodities showing gains were copper ores and concentrates and cotton manufactures. On the export side, smaller Pacific Coast shipments of construction and mining machinery, canned fish, and automobiles, trucks, and busses accounted for most of the decrease.

San Francisco continued its usual dominant role in the Philippine trade in 1954, handling half of the imports and a major share of the exports. Los Angeles was in second place. On the import side the Washington and Oregon districts handled a somewhat larger dollar volume in 1954 while San Francisco and Los Angeles import totals were lower than in 1953. On the export side Oregon remained in third position ahead of Washington despite a decrease for the year.

### *Other Asian countries*

Pacific Coast export and import trade with India declined in 1954. India was the Pacific Coast's fourth most important export market in 1953 but slipped to seventh in 1954 as export value fell by 9 percent. This decline was due almost entirely to a sharp reduction in wheat shipments. Smaller wheat shipments were in part compensated for by increased exports of raw cotton, lubricating oils and greases, and textile sewing and shoe machinery.

Pacific Coast trade with Indonesia and Malaya in 1954 was characterized by a lower value of rubber imports from both countries, while the value of crude petroleum imports from Indonesia and tin from Malaya was relatively unchanged from 1953.

### *Pacific Coast trade with Europe showed largest increase*

Pacific Coast trade with the countries of Europe showed the largest increase of any area during 1954 although total trade (exports and imports) was still less than half the value of trade with Asia. In 1954 total trade with Europe was up 35 percent. Of the increase of approximately $100 million, exports accounted for over $90 million and were 51 percent above the 1953 figure.

The revival of economic activity, the achievement of new highs in industrial production, and greatly improved gold and foreign exchange po-

[1] If the Bureau of the Census import sample estimates are added to Japan's total, imports from Japan of more than 2,000 pounds shipping weight compiled on a complete coverage basis totaled $69.7 million in 1954. The estimate for shipments of less than 2,000 pounds in shipping weight, irrespective of value, was $15.1 million. Such imports are particularly large for imports from Japan because of the predominance of low-valued and/or light-weight commodities exported from that country. The inclusion of the import sample estimates for other countries does not affect their relative standing.

sitions were responsible for the rapid upsurge of exports from the Pacific Coast to Europe in 1954. As a result of this increase Europe was easily the second most important export trade area for the Pacific Coast. Among the individual countries, West Germany, the United Kingdom, and the Netherlands were responsible for most of the increase. These three countries moved into third, fourth, and fifth positions, respectively, among Pacific Coast export markets. Only Japan and the Philippines took a larger dollar amount in export commodities. The increases over 1953 totals for these three countries were: West Germany, up $31 million; the United Kingdom, up $28 million; and the Netherlands, up $25 million. In terms of percentage changes the United Kingdom showed the largest increase—126 percent, followed by the Netherlands with 115 percent and West Germany with 104 percent.

Food products and basic industrial raw materials played the most important roles in the more than doubling of exports to Europe. Among the food products showing significant increases were dried and canned fruit, edible vegetable oils and fats, and fresh and frozen fruit. Raw cotton was by far the most important of the industrial raw materials.

Italy was the only important Pacific Coast export market in Europe to register an absolute decrease in value during 1954. The value of exports to France remained about the same as in 1953, but France's relative position as an export market weakened in the face of the large increases in trade with other European countries. Exports to Belgium increased substantially and, as a result, Belgium became the tenth ranking export market.

On the import side Europe was the third most important area of supply for Pacific Coast imports in 1954 as it was in 1953. The increase for the year of slightly over 4 percent was a very modest one when compared to the performance of the export totals. While total imports from Europe showed only a small change, there were offsetting movements among the individual countries. Imports from West Germany, Denmark, Norway, the Netherlands, and Italy[1] increased, while those from the United Kingdom, Belgium, Sweden, and Finland decreased.

[1] This is true for Italy only if Bureau of the Census import sample figures are included which apply to individual import shipments below 2,000 pounds in weight.

Among the commodities imported from Europe, assorted food products (such as meat and fish products and beverages), newsprint, metal manufactures (rolled and finished steel mill products, tools, household utensils, etc.), various types of machinery and automobiles, and chemicals continued to account for the major share of the total as they did in 1953.

Turning to the trade of the individual Pacific Coast customs districts with Europe, we find that slightly more than four-fifths of the imports from this area entered through the Los Angeles and San Francisco districts, with Washington and Oregon sharing the balance. On the export side the Los Angeles district was the leading exporter to West Germany and the Netherlands, but San Francisco led Los Angeles in exports to the United Kingdom. The Washington and Oregon districts handled about one-fourth of total export shipments to Europe compared with 15 percent for imports.

### *Trade with South America declined in 1954*

Although total Pacific Coast trade with South America was smaller in 1954 than in 1953, this area maintained its position as the third most important trading area. Exports to South America increased 11 percent in 1954 but the absolute amount of the increase was only $7 million. This was overshadowed by a 10 percent decline in imports, which amounted to $21 million. Nevertheless, South America continued to rank second in imports and fourth in exports in trade with the Pacific Coast. Imports from South America are usually about two to three times larger than exports.

Coffee dominates the Pacific Coast's imports from South America and in 1954 was mainly responsible for the decline that took place. Brazil bore the brunt of the drop in coffee imports with a decrease of 25 percent in value, or $21 million, to $61 million. Colombia, the other major South American supplier of coffee, suffered a decline of only $1 million with shipments totaling $71 million. Due to high coffee prices during the year, the decline in value was much smaller than the decline in physical volume; in the case of Brazil, shipping weight was down 40 percent, while Colombia's fell by 20 percent. In 1953 Brazil was the most important individual

country supplier of Pacific Coast imports, but in 1954 it dropped to fifth place. Colombia, on the other hand, because of its relatively better fortunes, moved up to second place—second only to Japan.

Of the other countries of South America, Peru, Chile, and Ecuador increased their shipments to the Pacific Coast in 1954. Larger shipments of fresh and frozen fish (mainly tuna), coffee, and lead and zinc ores contributed to Peru's better showing; copper ore shipments, however, were down slightly. Chile's increase was explained by larger shipments of refined copper which more than offset declines in copper ore shipments. Coffee accounted for most of the increase in imports from Ecuador. Smaller shipments of crude petroleum and coffee were responsible for a decrease in imports from Venezuela, while declines in imports of copper, lead, and zinc ores depressed trade with Bolivia.

The San Francisco customs district was again the dominant district in import trade with South America in 1954, while Washington dropped to third place principally because of smaller copper shipments. Los Angeles was second in importance and Oregon fourth.

On the export side, Brazil, Argentina, Chile, Colombia, Bolivia, and Venezuela[1] all showed increases, while shipments to Peru were smaller. The year-to-year increases were fairly evenly distributed among a large number of commodities including wheat, fruits, lumber, paper products, wood pulp, raw cotton, and industrial and agricultural machinery. The Los Angeles, San Francisco, Washington, and Oregon customs districts ranked in that order of importance by value in export trade with South America.

### *North America the fourth most important Pacific Coast trading area*

Pacific Coast trade with North America (Canada and Mexico) during 1954 was only 3 percent below the total value in 1953. A $14 million decrease in exports was largely offset by a $9 million increase in imports. Both Canada and Mexico shared in the increase in Pacific Coast imports. Small increases were registered in such leading Canadian imports as fresh and frozen fish, miscellaneous fish products, logs, pulpwood, newsprint, and copper ores, concentrates, and scrap. There was also $2 million in imports of crude aluminum in 1954, compared with no aluminum imports by ship in the previous year. Coffee accounted for most of the increase in imports from Mexico.

Because it handled half of Canada's shipments to the Pacific Coast, the Washington customs district was the most important district in the North American import trade. The order of importance of the other districts were: Los Angeles, San Francisco, Oregon, and San Diego. Oregon had virtually no imports from Canada in 1954.

The decline in export trade with Canada was explained largely by a drop of $28 million in shipments of crude petroleum. A $9 million increase in exports to Mexico was due almost entirely to increases in refined petroleum products and wood pulp. Because of the importance of its petroleum trade, Los Angeles was the most important district in the North American export trade followed by the Washington and San Francisco districts. Exports from the San Diego and Oregon districts were small.

### *Pacific Coast trade with other countries*

Among the other countries not previously discussed, only Australia and Saudi Arabia showed developments of significance in 1954. In both cases there was a substantial decrease in Pacific Coast imports. Imports from Australia fell by 19 percent, with the largest share of the decrease accounted for by smaller imports of raw wool and lead and zinc ores. Imports from Saudi Arabia, which consist almost entirely of petroleum products, were cut back even more drastically. Crude petroleum imports from Saudi Arabia declined by 84 percent or $21 million.

## In-transit Trade

Although in-transit trade forms but a small segment of the foreign trade activity of the Pacific Coast, its role in the transshipment of goods between foreign countries continues to be important. The total value of in-transit trade in 1954 was 10 percent below 1953, with a decline of 29 percent in inbound cargoes and 15 percent in the outbound movement.

In 1954, Los Angeles succeeded San Francisco as the customs district handling the largest

[1] This is true for Venezuela only if the Bureau of the Census export sample figures, which apply to individual exports valued at less than $500, are included.

volume of inbound in-transit shipments with 43 percent of the value. More than half of Los Angeles' total consisted of in-shipments of rubber. The San Francisco district was second with 31 percent, and Washington third with 24 percent. In the over-all totals, rubber accounted for about a third of the inbound shipments and vegetable food products another 30 percent. Textile fibers and manufactures, metals and metal manufactures, and wood and paper products were also important. Among the principal sources of these shipments were British Malaya with 29 percent of total inbound value, Japan with 16 percent, and Costa Rica with 11 percent.

The Los Angeles district was also the leader in outbound in-transit trade by value with a share of 60 percent of the total. San Diego was in second place with 24 percent while San Francisco's share was only 12 percent. As in 1953, textile fibers and manufactures were the most important, amounting to 74 percent of the total in 1954. Most of this was raw cotton from Mexico en route through Pacific Coast ports (San Diego and Los Angeles primarily) to foreign destinations. These shipments of raw cotton were not included in the waterborne inbound in-transit statistics because they commonly enter southern California from Mexico by land carriers. Japan easily held her position as the principal country of destination with Belgium far behind in second place with only 10 percent of the total.

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## TABLE 1

### PACIFIC COAST FOREIGN TRADE BY CUSTOMS DISTRICTS AND TYPE OF VESSEL, 1954

(Value in dollars; shipping weight in pounds)

| Customs district | Dry cargo | | Tanker | | Total[1] | |
|---|---|---|---|---|---|---|
| Imports | Value | Weight | Value | Weight | Value | Weight |
| San Diego | 3 885 791 | 54 173 629 | 219 772 | 16 432 640 | 4 183 063 | 70 625 719 |
| Los Angeles | 225 067 528 | 2 492 847 235 | 13 163 094 | 1 839 091 970 | 249 467 872 | 4 346 872 105 |
| San Francisco | 298 705 184 | 2 088 201 597 | 26 876 648 | 3 942 641 049 | 341 186 982 | 6 045 963 846 |
| Oregon | 35 181 259 | 234 937 690 | 411 982 | 17 535 869 | 36 518 941 | 253 842 609 |
| Washington | 111 086 327 | 4 159 330 096 | 1 746 573 | 163 620 491 | 116 422 950 | 4 328 140 287 |
| Total | 673 926 089 | 9 029 490 247 | 42 418 069 | 5 979 322 019 | 747 779 808 | 15 045 444 566 |
| **Exports** | | | | | | |
| San Diego | 5 089 485 | 21 590 408 | ..... | ..... | 5 105 065 | 21 631 848 |
| Los Angeles | 279 391 543 | 2 830 006 564 | 55 883 213 | 6 047 955 734 | 340 418 676 | 8 909 947 378 |
| San Francisco | 383 993 258 | 3 697 204 480 | 20 679 207 | 1 772 547 159 | 424 319 625 | 5 596 163 089 |
| Oregon | 145 333 151 | 4 107 182 785 | 332 603 | 13 588 206 | 147 463 344 | 4 141 101 751 |
| Washington | 142 887 039 | 2 410 150 284 | 4 220 655 | 313 316 068 | 151 807 074 | 2 749 870 702 |
| Total | 956 694 476 | 13 066 134 521 | 81 115 678 | 8 147 407 167 | 1 069 113 784 | 21 418 714 768 |

[1] Figures do not add to totals because the export and import sample estimates are included in the totals by customs district but are not segregated by dry cargo or tanker. The export sample totaled $31.3 million and 205.2 million pounds shipping weight. The import sample figures were $31.4 million and 36.6 million pounds.

## TABLE 2

### PACIFIC COAST IN-TRANSIT TRADE, 1954

(Value in dollars; shipping weight in pounds)

| Customs district | Inbound | | Outbound | |
|---|---|---|---|---|
| | Value | Weight | Value | Weight |
| San Diego | 581 752 | 9 477 693 | 20 667 562 | 83 083 269 |
| Los Angeles | 11 949 498 | 56 917 008 | 50 624 770 | 192 298 148 |
| San Francisco | 8 651 863 | 29 032 241 | 9 705 684 | 32 011 197 |
| Oregon | 216 787 | 625 356 | 152 959 | 2 532 411 |
| Washington | 6 590 269 | 63 887 321 | 2 364 552 | 16 871 345 |
| Total | 27 990 169 | 159 939 619 | 83 515 527 | 326 796 370 |

TABLE 3

PACIFIC COAST WATERBORNE FOREIGN TRADE BY PORT,[1] 1954

(Value in dollars; shipping weight in pounds)

| Customs district and port | Imports | | Exports | | Total trade | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| **San Diego** | | | | | | |
| San Diego | 4 183 063 | 70 625 719 | 5 105 065 | 21 631 848 | 9 288 128 | 92 257 567 |
| **Los Angeles** | | | | | | |
| Los Angeles | 196 623 085 | 3 292 852 905 | 187 792 982 | 4 324 201 968 | 384 416 067 | 7 617 054 873 |
| Port San Luis | .... | .... | 767 983 | 92 096 811 | 767 983 | 92 096 811 |
| Long Beach | 52 582 448 | 1 027 696 143 | 142 825 986 | 3 758 367 852 | 195 408 434 | 4 786 063 995 |
| El Segundo | 262 339 | 26 323 057 | 1 376 326 | 86 316 371 | 1 638 665 | 112 639 428 |
| Hueneme | .... | .... | 483 610 | 37 452 338 | 483 610 | 37 452 338 |
| Morro | .... | .... | 7 171 789 | 611 512 038 | 7 171 789 | 611 512 038 |
| Total | 249 467 872 | 4 346 872 105 | 340 418 676 | 8 909 947 378 | 589 886 548 | 13 256 819 483 |
| **San Francisco** | | | | | | |
| Eureka | .... | .... | 2 322 485 | 148 267 087 | 2 322 485 | 148 267 087 |
| Monterey | .... | .... | 6 300 | 2 800 000 | 6 300 | 2 800 000 |
| San Francisco | 288 485 388 | 1 510 264 397 | 212 824 801 | 1 299 014 392 | 501 310 189 | 2 809 278 789 |
| Stockton | 1 079 969 | 85 380 331 | 42 446 323 | 896 595 591 | 43 526 292 | 981 975 922 |
| Oakland | 12 347 160 | 148 927 966 | 80 933 769 | 707 749 834 | 93 280 929 | 856 677 800 |
| Richmond | 16 286 300 | 2 462 259 683 | 20 634 386 | 1 030 177 770 | 36 920 686 | 3 492 437 453 |
| Alameda | 2 695 080 | 39 196 386 | 56 529 489 | 396 134 475 | 59 224 569 | 435 330 861 |
| Martinez | 6 366 024 | 886 545 332 | 3 178 173 | 442 648 968 | 9 544 197 | 1 329 194 300 |
| Redwood City | 81 558 | 180 023 627 | 503 593 | 149 938 418 | 585 151 | 329 962 045 |
| Selby | 8 300 746 | 146 987 807 | 807 310 | 15 746 728 | 9 108 056 | 162 734 535 |
| Other ports | 5 544 757 | 586 378 317 | 4 132 996 | 507 089 826 | 9 677 753 | 1 093 468 143 |
| Total | 341 186 982 | 6 045 963 846 | 424 319 625 | 5 596 163 089 | 765 506 607 | 11 642 126 935 |
| **Oregon** | | | | | | |
| Astoria | 3 255 074 | 19 549 684 | 6 281 669 | 177 391 295 | 9 536 743 | 196 940 979 |
| Newport | 6 165 | 22 812 | 307 578 | 14 123 600 | 313 743 | 14 146 412 |
| Coos Bay | .... | .... | 12 545 842 | 553 616 488 | 12 545 842 | 553 616 488 |
| Portland | 30 029 309 | 165 168 288 | 77 137 096 | 1 768 812 142 | 107 166 405 | 1 933 980 430 |
| Longview | 2 003 138 | 34 884 790 | 27 466 408 | 886 896 610 | 29 469 546 | 921 781 400 |
| Vancouver | 996 130 | 25 490 823 | 23 170 173 | 713 525 046 | 24 166 303 | 739 015 869 |
| Other ports | 229 125 | 8 726 212 | 554 578 | 26 736 570 | 783 703 | 35 462 782 |
| Total | 36 518 941 | 253 842 609 | 147 463 344 | 4 141 101 751 | 183 982 285 | 4 394 944 360 |
| **Washington** | | | | | | |
| Seattle | 52 956 732 | 828 754 940 | 56 950 943 | 961 266 380 | 109 907 675 | 1 790 021 320 |
| Tacoma | 51 459 862 | 1 060 065 350 | 72 931 771 | 1 236 437 090 | 124 391 633 | 2 296 502 440 |
| Aberdeen-Hoquiam | 60 477 | 1 791 600 | 7 307 376 | 142 960 558 | 7 367 853 | 144 752 158 |
| Blaine | 15 641 | 393 121 | 3 084 | 7 300 | 18 725 | 400 421 |
| Bellingham | 4 270 303 | 1 220 060 459 | 4 029 414 | 147 896 848 | 8 299 717 | 1 367 957 307 |
| Everett | 1 144 770 | 139 587 628 | 2 228 724 | 58 781 912 | 3 373 494 | 198 369 540 |
| Port Angeles | 1 958 987 | 296 703 135 | 6 632 255 | 108 274 338 | 8 591 242 | 404 977 473 |
| Port Townsend | 2 628 617 | 710 933 190 | 617 971 | 9 454 720 | 3 246 588 | 720 387 910 |
| Anacortes | 1 019 321 | 47 453 443 | 128 259 | 5 462 935 | 1 147 580 | 52 916 378 |
| Friday Harbor | 88 092 | 867 318 | 4 323 | 67 127 | 92 415 | 934 445 |
| South Bend | 136 345 | 5 313 410 | 467 683 | 50 934 814 | 604 028 | 56 248 224 |
| Olympia | 36 284 | 1 293 125 | 306 918 | 19 086 426 | 343 202 | 20 379 551 |
| Other ports | 647 519 | 14 923 568 | 198 353 | 9 240 254 | 845 872 | 24 163 822 |
| Total | 116 422 950 | 4 328 140 287 | 151 807 074 | 2 749 870 702 | 268 230 024 | 7 078 010 989 |
| TOTAL PACIFIC COAST | 747 779 808 | 15 045 444 566 | 1 069 113 784 | 21 418 714 768 | 1 816 893 592 | 36 464 159 334 |

[1] Includes the export and import sample figures.

TABLE 3 (continued)

PACIFIC COAST WATERBORNE FOREIGN TRADE BY PORT,[1] 1954

Percent change 1953-54

| Customs district and port | Imports | | Exports | | Total trade | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| **San Diego** | | | | | | |
| San Diego | + 90 | + 44 | +903 | +217 | +243 | + 65 |
| **Los Angeles** | | | | | | |
| Los Angeles | + 1 | − 30 | + 36 | + 13 | + 16 | − 11 |
| Port San Luis | ... | ... | + 11 | + 21 | + 11 | + 21 |
| Long Beach | * | − 18 | + 38 | * | + 25 | − 5 |
| El Segundo | − 91 | − 96 | +122 | +167 | − 54 | − 83 |
| Hueneme | −100 | −100 | − 57 | − 41 | − 57 | − 41 |
| Morro | ... | ... | − 58 | − 63 | − 58 | − 63 |
| Total | * | − 34 | + 31 | − 6 | + 16 | − 17 |
| **San Francisco** | | | | | | |
| Eureka | ... | ... | +293 | +312 | +293 | +312 |
| Monterey | ... | ... | +117 | +150 | +117 | +150 |
| San Francisco | * | − 1 | + 8 | + 10 | + 3 | + 4 |
| Stockton | +262 | (a) | + 20 | − 16 | + 22 | − 8 |
| Oakland | − 60 | − 42 | + 34 | + 46 | + 2 | + 15 |
| Richmond | − 20 | − 29 | + 95 | + 40 | + 20 | − 17 |
| Alameda | − 61 | + 2 | + 57 | + 56 | + 38 | + 49 |
| Martinez | +133 | +194 | − 70 | − 58 | − 28 | − 3 |
| Redwood City | − 8 | − 9 | + 80 | +788 | + 59 | + 53 |
| Selby | − 22 | − 22 | (a) | (a) | − 14 | − 13 |
| Other ports | − 31 | − 46 | − 32 | − 30 | − 32 | − 40 |
| Total | − 7 | − 15 | + 19 | + 1 | + 6 | − 8 |
| **Oregon** | | | | | | |
| Astoria | + 21 | + 15 | − 38 | − 30 | − 25 | − 28 |
| Newport | ... | ... | + 22 | + 20 | + 25 | + 20 |
| Coos Bay | −100 | −100 | + 44 | + 38 | + 44 | + 37 |
| Portland | + 14 | − 43 | − 18 | − 22 | − 11 | − 24 |
| Longview | +290 | +194 | − 30 | − 28 | − 26 | − 26 |
| Vancouver | + 10 | − 14 | + 22 | + 30 | + 21 | + 28 |
| Other ports | ... | ... | − 41 | − 43 | − 17 | − 24 |
| Total | + 20 | − 27 | − 15 | − 13 | − 10 | − 14 |
| **Washington** | | | | | | |
| Seattle | − 5 | + 16 | − 5 | − 15 | − 5 | − 3 |
| Tacoma | + 4 | + 5 | + 22 | + 3 | + 14 | + 4 |
| Aberdeen-Hoquiam | + 91 | + 44 | + 64 | + 50 | + 65 | + 50 |
| Blaine | ... | ... | +518 | (a) | (a) | (a) |
| Bellingham | + 67 | + 25 | + 46 | + 24 | + 56 | + 25 |
| Everett | − 46 | − 35 | +189 | + 44 | + 17 | − 23 |
| Port Angeles | +117 | +100 | + 65 | + 68 | + 74 | + 90 |
| Port Townsend | + 36 | + 28 | +215 | +288 | + 52 | + 29 |
| Anacortes | + 9 | − 20 | − 47 | − 58 | − 2 | − 27 |
| Friday Harbor | +705 | +304 | ... | ... | +745 | +336 |
| South Bend | − 13 | − 17 | + 6 | +102 | + 1 | + 78 |
| Olympia | + 2 | − 7 | − 15 | + 1 | − 13 | * |
| Other ports | +282 | + 27 | +541 | +612 | +322 | + 85 |
| Total | + 2 | + 17 | + 14 | + 1 | + 8 | + 10 |
| TOTAL PACIFIC COAST | − 2 | − 15 | + 16 | − 5 | + 8 | − 9 |

[1] Includes the export and import sample figures.

(a) More than 1000 percent increase.

* Less than 0.5 percent.

## TABLE 4

### IMPORTANT PACIFIC COAST WATERBORNE COMMODITY IMPORTS, 1954

Arranged in order of importance by value

(Value in dollars; shipping weight in pounds)

| Commodity | Value | Weight |
|---|---|---|
| Coffee, raw or green | 217 258 137 | 343 366 427 |
| Newsprint | 42 321 832 | 750 842 758 |
| Copra | 40 065 714 | 519 334 996 |
| Petroleum, crude | 36 073 714 | 5 335 873 011 |
| Copper ore, concentrates, unrefined copper, and scrap | 34 584 359 | 452 178 391 |
| Fish and fish products, fresh and frozen, except shellfish | 21 676 261 | 125 853 103 |
| Rubber, crude, and allied gums | 19 352 258 | 116 312 636 |
| Automobiles, trucks, and busses including parts | 17 442 648 | 26 554 640 |
| Plywood, veneers, and box materials | 16 373 919 | 151 739 095 |
| Burlap and jute bagging | 12 537 455 | 87 558 274 |
| Distilled spirits, malt, liquors, and wine | 12 054 040 | 49 222 674 |
| Rolled and finished steel mill products | 12 019 081 | 211 104 257 |
| Lead ores, concentrates, and scrap | 11 095 516 | 240 550 704 |
| Meat and meat products other than fresh, chilled or frozen | 9 953 652 | 29 399 138 |
| Fish and fish products, except shellfish, not elsewhere classified | 9 700 550 | 39 473 719 |
| Industrial machinery and parts, not elsewhere classified * | 7 965 548 | 20 270 386 |
| Bananas | 7 933 880 | 412 933 010 |
| Nitrogenous fertilizers and fertilizer materials | 7 810 334 | 220 009 622 |
| Refined copper in crude forms | 7 139 799 | 23 999 328 |
| Lumber and shingles | 7 062 099 | 185 018 801 |
| Total | 550 420 796 | 9 341 594 970 |
| TOTAL PACIFIC COAST IMPORTS | 716 344 158 | 15 008 812 266 |

NOTE: This table does not include the import sample estimates.

* Includes machine tools and metalworking machinery and parts; textile, sewing, and shoe machinery and parts; construction and mining machinery; office appliances; and all other types of industrial machinery except electrical machinery and engines, turbines, and parts.

## TABLE 5

### IMPORTANT PACIFIC COAST WATERBORNE COMMODITY EXPORTS, 1954

Arranged in order of importance by value

(Value in dollars; shipping weight in pounds)

| Commodity | Value | Weight |
|---|---|---|
| Cotton, unmanufactured | 200 218 740 | 588 953 256 |
| Wheat | 87 684 306 | 2 843 988 259 |
| Refined copper in crude forms | 40 056 979 | 135 968 828 |
| Lumber and shingles | 28 538 591 | 1 116 915 930 |
| Residual fuel oil | 27 598 937 | 5 063 704 840 |
| Rice | 27 137 228 | 322 342 642 |
| Construction and mining machinery | 25 710 824 | 41 292 528 |
| Fruits and preparations, dried and evaporated | 23 152 255 | 195 249 188 |
| Wood pulp | 22 524 454 | 325 778 630 |
| Barley and rye | 20 472 672 | 765 364 427 |
| Vegetables and preparations, not elsewhere classified (largely dried)* | 17 726 386 | 223 704 887 |
| Paper, related products, and manufactures | 17 600 491 | 172 136 316 |
| Inedible animal products, not elsewhere classified | 17 577 495 | 240 729 268 |
| Fruits and preparations, fresh and frozen | 17 372 123 | 317 634 550 |
| Wheat flour | 17 243 339 | 401 287 801 |
| Fruits and preparations canned, including juices | 16 955 252 | 143 044 270 |
| Industrial chemicals, including sulfuric acid | 16 629 505 | 446 908 068 |
| General electrical machinery and apparatus | 15 799 945 | 17 356 012 |
| Gas oil and distillate fuel oil | 14 320 379 | 1 129 998 533 |
| Condensed and evaporated milk | 14 041 472 | 112 176 232 |
| Automobiles, trucks, busses, and trailers, including parts | 13 780 630 | 23 728 881 |
| Metal manufactures and parts, not elsewhere classified | 12 483 050 | 53 941 869 |
| Chemical specialties | 12 413 442 | 55 126 270 |
| Hides and skins, raw | 12 193 179 | 87 042 866 |
| Motor fuels and gasoline | 11 555 668 | 601 043 303 |
| Vegetable oils and fats, edible | 10 136 195 | 76 906 785 |
| Total | 740 923 537 | 15 502 324 439 |
| TOTAL PACIFIC COAST EXPORTS | 1 037 810 154 | 21 213 541 688 |

NOTE: This table does not include the export sample estimates.

* Includes all vegetables and preparations except fresh, frozen, and canned.

TABLE 6

WATERBORNE IMPORTS OF PACIFIC COAST CUSTOMS DISTRICTS BY COMMODITY GROUP, 1954

(Value in dollars; shipping weight in pounds)

| Commodity group | San Diego | | Los Angeles | | San Francisco | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| Animals and animal products, edible | 48 864 | 80 818 | 9 280 145 | 29 074 143 | 7 488 886 | 24 005 408 |
| Animals and animal products, inedible | 1 495 214 | 8 919 629 | 12 478 958 | 81 822 828 | 8 775 022 | 99 816 824 |
| Vegetable food products and beverages | 961 | 12 097 | 49 945 334 | 451 518 250 | 183 650 883 | 526 503 941 |
| Vegetable products, inedible, except fibers and wood | .... | .... | 39 518 069 | 673 148 262 | 27 895 167 | 416 998 195 |
| Textile fibers and manufactures | .... | .... | 16 310 681 | 95 376 653 | 11 908 361 | 59 383 655 |
| Wood and paper | 1 381 173 | 25 507 281 | 34 583 575 | 561 729 634 | 22 580 853 | 323 265 369 |
| Nonmetallic minerals | 269 770 | 17 185 330 | 16 736 281 | 1 909 858 968 | 28 838 390 | 4 019 584 832 |
| Metals and manufactures except machinery and vehicles | 94 869 | 2 240 531 | 29 888 482 | 331 161 071 | 20 469 383 | 422 506 408 |
| Machinery and vehicles | 45 977 | 108 740 | 20 930 521 | 33 586 189 | 7 708 777 | 12 822 656 |
| Chemicals and related products | 768 735 | 16 551 843 | 5 021 132 | 141 980 538 | 3 504 960 | 91 861 116 |
| Miscellaneous | .... | .... | 3 537 444 | 22 682 669 | 2 761 150 | 34 094 242 |
| Total | 4 105 563 | 70 606 269 | 238 230 622 | 4 331 939 205 | 325 581 832 | 6 030 842 646 |

| Commodity group | Oregon | | Washington | | Pacific Coast | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| Animals and animal products, edible | 933 084 | 3 609 315 | 6 249 429 | 33 691 518 | 25 287 158 | 93 093 852 |
| Animals and animal products, inedible | 3 571 229 | 25 791 674 | 6 186 351 | 51 063 205 | 34 294 224 | 268 509 410 |
| Vegetable food products and beverages | 16 499 779 | 41 432 310 | 17 030 979 | 141 823 682 | 269 341 286 | 1 165 618 530 |
| Vegetable products, inedible, except fibers and wood | 696 023 | 4 103 878 | 808 857 | 35 408 589 | 69 736 666 | 1 130 684 574 |
| Textile fibers and manufactures | 3 914 091 | 22 898 761 | 3 616 886 | 17 704 408 | 41 289 019 | 198 964 877 |
| Wood and paper | 3 011 623 | 35 799 038 | 24 156 951 | 2 558 622 699 | 88 901 525 | 3 511 238 871 |
| Nonmetallic minerals | 829 030 | 9 154 231 | 4 321 648 | 739 096 106 | 53 739 069 | 6 701 675 317 |
| Metals and manufactures except machinery and vehicles | 2 627 108 | 57 074 373 | 44 203 092 | 671 103 777 | 100 161 234 | 1 487 677 710 |
| Machinery and vehicles | 1 693 268 | 4 024 682 | 3 460 814 | 14 847 292 | 35 834 557 | 67 046 409 |
| Chemicals and related products | 1 655 263 | 46 580 587 | 1 648 406 | 48 255 003 | 12 933 646 | 345 508 587 |
| Miscellaneous | 162 743 | 2 004 710 | 1 149 487 | 11 334 308 | 16 261 424 | 75 426 429 |
| Total | 35 593 241 | 252 473 559 | 112 832 900 | 4 322 950 587 | 747 779 808 | 15 045 444 566 |

Note: Except for the Pacific Coast totals, this table does not include the import sample estimates.

**Percent change 1953-54, Pacific Coast**

| Commodity group | Value | Weight |
|---|---|---|
| Animals and animal products, edible | — 36 | — 51 |
| Animals and animal products, inedible | +236 | +148 |
| Vegetable food products and beverages | — 7 | — 13 |
| Vegetable products, inedible, except fibers and wood | — 5 | + 14 |
| Textile fibers and manufactures | — 7 | — 5 |
| Wood and paper | + 13 | + 14 |
| Nonmetallic minerals | — 18 | — 31 |
| Metals and manufactures except machinery and vehicles | — 1 | — 7 |
| Machinery and vehicles | + 2 | + 24 |
| Chemicals and related products | + 19 | — 6 |
| Miscellaneous | + 1 | — 20 |
| Total | — 2 | — 15 |

## TABLE 7

### WATERBORNE EXPORTS OF PACIFIC COAST CUSTOMS DISTRICTS BY COMMODITY GROUP, 1954

(Value in dollars; shipping weight in pounds)

| Commodity group | San Diego | | Los Angeles | | San Francisco | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| Animals and animal products, edible.. | 33 431 | 94 835 | 4 556 834 | 32 420 586 | 22 328 257 | 146 356 081 |
| Animals and animal products, inedible | 295 011 | 4 107 625 | 9 089 921 | 106 721 294 | 19 082 529 | 152 416 600 |
| Vegetable food products and beverages | 14 378 | 70 900 | 27 130 805 | 388 507 762 | 118 678 733 | 1 461 918 120 |
| Vegetable products, inedible, except fibers and wood | 6 217 | 3 126 | 5 384 561 | 36 785 127 | 13 936 179 | 95 846 584 |
| Textile fibers and manufactures | 4 552 283 | 12 209 879 | 142 126 911 | 431 244 747 | 60 854 032 | 170 536 046 |
| Wood and paper | 34 872 | 4 550 080 | 2 533 118 | 77 960 746 | 12 335 308 | 294 434 306 |
| Nonmetallic minerals | 600 | 50 250 | 61 472 007 | 6 585 602 740 | 25 753 137 | 2 149 836 714 |
| Metals and manufactures except machinery and vehicles | 9 259 | 58 121 | 22 546 663 | 730 277 733 | 21 787 686 | 728 531 527 |
| Machinery and vehicles | 127 036 | 345 350 | 31 035 080 | 46 077 486 | 65 790 511 | 85 157 255 |
| Chemicals and related products | 5 838 | 71 846 | 21 583 202 | 430 357 354 | 21 852 742 | 115 594 108 |
| Miscellaneous | 10 560 | 28 396 | 7 815 654 | 12 006 723 | 22 273 351 | 69 124 298 |
| Total | 5 089 485 | 21 590 408 | 335 274 756 | 8 877 962 298 | 404 672 465 | 5 469 751 639 |

| Commodity group | Oregon | | Washington | | Pacific Coast | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| Animals and animal products, edible.. | 2 823 786 | 26 929 855 | 5 251 980 | 20 558 989 | 36 282 268 | 232 611 866 |
| Animals and animal products, inedible | 2 907 032 | 31 902 916 | 4 600 530 | 51 706 938 | 36 306 153 | 347 633 393 |
| Vegetable food products and beverages | 88 594 825 | 2 633 488 891 | 39 404 314 | 1 151 004 947 | 286 623 705 | 5 754 231 170 |
| Vegetable products, inedible, except fibers and wood | 4 307 885 | 30 641 676 | 3 333 151 | 8 458 134 | 27 638 313 | 173 800 197 |
| Textile fibers and manufactures | 94 894 | 440 302 | 846 830 | 3 637 235 | 209 596 130 | 619 899 909 |
| Wood and paper | 36 471 804 | 1 235 880 226 | 30 412 694 | 780 289 020 | 82 735 856 | 2 413 463 318 |
| Nonmetallic minerals | 1 409 205 | 117 080 031 | 2 058 675 | 198 609 628 | 91 828 524 | 9 069 842 153 |
| Metals and manufactures except machinery and vehicles | 3 321 687 | 29 541 812 | 45 918 354 | 198 513 994 | 95 807 479 | 1 691 665 627 |
| Machinery and vehicles | 4 545 339 | 8 876 058 | 8 038 182 | 11 158 660 | 114 772 768 | 158 031 379 |
| Chemicals and related products | 731 673 | 5 264 898 | 4 665 046 | 272 610 659 | 51 874 251 | 844 135 695 |
| Miscellaneous | 457 624 | 724 326 | 2 577 938 | 26 918 148 | 35 648 337 | 113 400 061 |
| Total | 145 665 754 | 4 120 770 991 | 147 107 694 | 2 723 466 352 | 1 069 113 784 | 21 418 714 768 |

Note: Except for the Pacific Coast totals, this table does not include the export sample estimates.

**Percent change 1953-54, Pacific Coast**

| Commodity group | Value | Weight |
|---|---|---|
| Animals and animal products, edible | — 8 | + 11 |
| Animals and animal products, inedible | + 19 | + 8 |
| Vegetable food products and beverages | — 10 | — 16 |
| Vegetable products, inedible, except fibers and wood | + 66 | +157 |
| Textile fibers and manufactures | +106 | +102 |
| Wood and paper | + 48 | + 37 |
| Nonmetallic minerals | — 17 | — 16 |
| Metals and manufactures except machinery and vehicles | + 46 | + 25 |
| Machinery and vehicles | — 10 | — 20 |
| Chemicals and related products | + 30 | + 40 |
| Miscellaneous | + 82 | + 90 |
| Total | + 16 | — 5 |

## TABLE 8

### LEADING PACIFIC COAST SOURCES OF IMPORTS, 1954

Arranged in order of importance by value
(Value in dollars; shipping weight in pounds)

| Country | Value | Weight |
|---|---|---|
| Colombia | 70 596 492 | 106 752 604 |
| Japan | 69 684 821 | 503 716 915 |
| Canada | 69 647 325 | 3 535 377 947 |
| Philippine Republic | 69 030 700 | 1 213 125 402 |
| Brazil | 62 450 359 | 103 764 108 |
| United Kingdom | 39 264 322 | 218 721 862 |
| Indonesia | 38 209 995 | 4 003 259 406 |
| Peru | 25 764 476 | 520 646 895 |
| Australia | 20 588 836 | 152 755 495 |
| West Germany | 17 167 481 | 162 954 989 |
| British Malaya | 16 409 414 | 67 946 639 |
| Guatemala | 16 138 569 | 29 628 818 |
| El Salvador | 15 967 684 | 32 118 671 |
| Mexico | 15 418 490 | 808 827 447 |
| India | 14 868 559 | 109 870 963 |
| Chile | 11 393 963 | 129 139 884 |
| Nicaragua | 11 219 672 | 45 317 685 |
| Costa Rica | 10 902 057 | 216 436 053 |
| Total | 594 723 215 | 11 960 361 783 |
| TOTAL PACIFIC COAST IMPORTS | 716 344 158 | 15 008 812 266 |

Note: This table does not include the import sample estimates.

## TABLE 9

### LEADING PACIFIC COAST EXPORT MARKETS, 1954

Arranged in order of importance by value
(Value in dollars; shipping weight in pounds)

| Country | Value | Weight |
|---|---|---|
| Japan | 304 860 213 | 8 621 545 073 |
| Philippine Republic | 98 534 740 | 742 886 201 |
| West Germany | 59 860 448 | 476 023 883 |
| United Kingdom | 49 537 759 | 665 073 875 |
| Netherlands | 46 869 791 | 450 638 870 |
| Canada | 46 461 367 | 2 970 100 887 |
| India | 42 199 343 | 213 391 321 |
| France | 32 549 230 | 190 361 147 |
| Taiwan | 24 981 163 | 564 172 151 |
| Belgium | 23 799 838 | 326 108 825 |
| Australia | 23 099 390 | 439 481 929 |
| Korean Republic | 22 550 677 | 259 483 976 |
| Cuba | 20 323 899 | 215 603 623 |
| Mexico | 20 313 223 | 1 455 738 828 |
| Italy | 19 804 043 | 128 199 714 |
| Hong Kong | 17 383 423 | 169 553 721 |
| Brazil | 15 929 533 | 206 713 268 |
| Venezuela | 13 759 630 | 97 676 803 |
| Union of South Africa | 13 584 499 | 364 389 742 |
| Colombia | 10 996 338 | 86 049 507 |
| Switzerland | 10 385 297 | 105 290 579 |
| Total | 917 783 844 | 18 748 483 923 |
| TOTAL PACIFIC COAST EXPORTS | 1 037 810 154 | 21 213 541 688 |

NOTE: This table does not include the export sample estimates.

## TABLE 10

### WATERBORNE IMPORTS OF PACIFIC COAST CUSTOMS DISTRICTS BY TRADE AREA, 1954

(Value in dollars; shipping weight in pounds)

| Trade area | San Diego | | Los Angeles | | San Francisco | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| North America | 793 689 | 13 953 843 | 24 022 479 | 869 855 459 | 23 629 737 | 420 463 766 |
| Central America | .... | .... | 10 467 427 | 226 146 737 | 42 920 450 | 203 615 285 |
| Bermuda and Caribbean | .... | .... | 2 857 410 | 144 800 386 | 2 078 539 | 24 143 718 |
| South America | 797 725 | 5 103 493 | 36 826 713 | 432 145 445 | 117 565 405 | 434 528 425 |
| Europe | 1 545 500 | 31 079 511 | 59 571 908 | 535 593 287 | 31 058 629 | 284 451 484 |
| Near East | 219 772 | 16 432 640 | 718 637 | 121 562 544 | 5 855 195 | 910 977 502 |
| South and Southeast Asia | .... | .... | 57 567 949 | 1 602 090 753 | 68 261 757 | 3 480 956 330 |
| East Asia | 748 877 | 4 036 782 | 32 075 400 | 316 149 135 | 22 729 014 | 173 439 963 |
| Australia and Oceania | .... | .... | 7 974 438 | 56 236 733 | 7 092 257 | 73 620 277 |
| Africa | .... | .... | 6 148 261 | 27 358 726 | 4 390 849 | 24 645 896 |
| Total | 4 105 563 | 70 606 269 | 238 230 622 | 4 331 939 205 | 325 581 832 | 6 030 842 646 |

| Trade area | Oregon | | Washington | | Pacific Coast | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| North America | 1 320 956 | 2 489 075 | 35 298 954 | 3 037 443 251 | 85 559 215 | 4 344 778 544 |
| Central America | 3 282 125 | 6 115 866 | 4 775 419 | 216 932 071 | 61 469 771 | 652 834 059 |
| Bermuda and Caribbean | 166 836 | 1 879 861 | 906 905 | 222 328 854 | 6 082 190 | 393 248 369 |
| South America | 11 320 901 | 32 188 126 | 26 031 890 | 293 906 123 | 192 561 134 | 1 197 890 112 |
| Europe | 7 829 692 | 96 252 364 | 9 865 595 | 96 092 222 | 121 255 774 | 1 056 159 768 |
| Near East | .... | .... | 4 133 | 21 856 | 6 813 337 | 1 048 999 542 |
| South and Southeast Asia | 3 376 258 | 39 412 835 | 14 909 773 | 299 962 012 | 144 692 537 | 5 422 986 480 |
| East Asia | 7 632 558 | 53 395 411 | 12 526 585 | 102 785 532 | 92 998 084 | 671 887 973 |
| Australia and Oceania | 117 844 | 2 235 687 | 7 868 630 | 45 081 980 | 24 617 569 | 177 754 077 |
| Africa | 546 071 | 18 504 334 | 645 016 | 8 396 686 | 11 730 197 | 78 905 642 |
| Total | 35 593 241 | 252 473 559 | 112 832 900 | 4 322 950 587 | 747 779 808 | 15 045 444 566 |

Note: Except for the Pacific Coast totals, this table does not include the import sample estimates.

**Percent change 1953-54, Pacific Coast**

| Trade area | Value | Weight |
|---|---|---|
| North America | + 6 | + 15 |
| Central America | — 3 | + 12 |
| Bermuda and Caribbean | + 71 | + 46 |
| South America | — 10 | — 26 |
| Europe | + 8 | + 1 |
| Near East | — 68 | — 72 |
| South and Southeast Asia | — 7 | — 6 |
| East Asia | + 16 | — 5 |
| Australia and Oceania | — 11 | — 16 |
| Africa | + 33 | + 29 |
| Total | — 2 | — 15 |

TABLE 11

WATERBORNE EXPORTS OF PACIFIC COAST CUSTOMS DISTRICTS BY TRADE AREA, 1954

(Value in dollars; shipping weight in pounds)

| Trade area | San Diego | | Los Angeles | | San Francisco | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| North America | 131 294 | 372 436 | 33 748 455 | 3 076 465 821 | 13 305 168 | 668 556 534 |
| Central America | .... | .... | 5 952 486 | 369 182 443 | 5 716 490 | 112 287 497 |
| Bermuda and Caribbean | .... | .... | 3 965 828 | 23 354 078 | 10 796 615 | 181 972 055 |
| South America | 20 657 | 100 722 | 23 104 846 | 764 948 446 | 19 064 137 | 184 848 888 |
| Europe | 214 979 | 625 394 | 98 480 832 | 911 693 917 | 97 512 318 | 856 489 287 |
| Near East | .... | .... | 3 368 775 | 14 775 345 | 2 589 854 | 13 010 702 |
| South and Southeast Asia | 37 084 | 393 685 | 37 893 288 | 307 242 115 | 103 961 528 | 635 030 611 |
| East Asia | 4 685 471 | 20 098 171 | 117 994 845 | 3 218 998 628 | 133 771 917 | 2 651 913 232 |
| Australia and Oceania | .... | .... | 7 494 790 | 173 892 396 | 12 126 196 | 88 217 978 |
| Africa | .... | .... | 3 270 611 | 17 409 109 | 5 828 242 | 77 424 855 |
| Total | 5 089 485 | 21 590 408 | 335 274 756 | 8 877 962 298 | 404 672 465 | 5 469 751 639 |

| Trade area | Oregon | | Washington | | Pacific Coast | |
|---|---|---|---|---|---|---|
| | Value | Weight | Value | Weight | Value | Weight |
| North America | 2 458 450 | 77 728 284 | 17 132 697 | 602 728 440 | 72 464 974 | 4 460 331 575 |
| Central America | 2 138 457 | 35 830 302 | 3 150 873 | 64 784 631 | 20 249 466 | 610 758 683 |
| Bermuda and Caribbean | 6 154 864 | 74 297 440 | 2 330 815 | 40 117 282 | 25 554 842 | 338 502 495 |
| South America | 12 282 473 | 272 198 041 | 12 634 707 | 162 493 739 | 71 180 840 | 1 411 955 166 |
| Europe | 20 783 856 | 432 925 994 | 47 268 635 | 374 947 306 | 267 153 570 | 2 598 855 158 |
| Near East | 622 677 | 9 063 382 | 654 323 | 5 261 751 | 7 544 599 | 43 555 120 |
| South and Southeast Asia | 14 033 968 | 209 631 571 | 11 455 078 | 123 595 845 | 172 988 296 | 1 301 124 297 |
| East Asia | 73 401 401 | 2 494 291 951 | 45 921 885 | 1 254 516 792 | 380 492 269 | 9 670 592 524 |
| Australia and Oceania | 5 860 313 | 213 114 249 | 5 616 297 | 53 786 378 | 32 908 526 | 539 998 731 |
| Africa | 7 929 295 | 301 689 777 | 942 384 | 41 234 188 | 18 576 402 | 443 041 019 |
| Total | 145 665 754 | 4 120 770 991 | 147 107 694 | 2 723 466 352 | 1 069 113 784 | 21 418 714 768 |

Note: Except for the Pacific Coast totals, this table does not include the export sample estimates.

**Percent change 1953-54, Pacific Coast**

| Trade area | Value | Weight |
|---|---|---|
| North America | — 16 | — 28 |
| Central America | + 18 | + 75 |
| Bermuda and Caribbean | + 25 | + 75 |
| South America | + 11 | + 34 |
| Europe | + 51 | + 29 |
| Near East | — 29 | — 44 |
| South and Southeast Asia | — 10 | — 49 |
| East Asia | + 22 | + 5 |
| Australia and Oceania | + 56 | + 66 |
| Africa | — 21 | — 19 |
| Total | + 16 | — 5 |