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COPY ----- 1954

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Published by
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LOS ANGELES COMMERCIAL NEWS, Inc.
Publishers and Printers
230 Court Street Los Angeles, Calif.

83-198612

THE PORT OF LOS ANGELES

Its Growth from the Undeveloped Harbor of a Small Spanish Pueblo to One of the Greatest Gateways of Commerce on the Pacific Ocean

BY CLARENCE H. MATSON

(Reprinted from Pacific Ports Magazine)

Almost fifty years to a day after Columbus discovered the New World, another intrepid navigator, sailing under the flag of old Spain, discovered what is today known as San Pedro Bay, a part of which, in these latter years, has been converted into Los Angeles Harbor. But if that daring Spaniard, Cabrillo, were to sail today into this same bay, as he did on that October day only twenty-one years after the conquest of Mexico, he would scarcely recognize it.

For nearly three hundred years after its discovery this bay saw almost no shipping, and even after that three hundred years there were only a few small trading vessels that came at long intervals for hides.

Richard Henry Dana visited the Bay of San Pedro in one of these little trading vessels in 1835. At that time, he says, there was only one small building within several miles of the bay, and this was used as a storehouse for hides and other goods.

"I learned to my surprise," says Dana, "that the desolate-looking place we were in was the best place on the whole coast for hides. It was the only port for a distance of eighty miles, and about thirty miles in the interior was a fine plain country, filled with herds of cattle, in the center of which was the Pueblo de Los Angeles—the largest town in California—and several of the wealthiest missions; to all of which San Pedro was the seaport."

But even though it was "the largest town in California," Los Angeles was then only a little Mexican pueblo, and it remained such for forty years more; while further north the great gold rush of 1848 brought settlers, built cities, and developed communities.

Today Los Angeles has again become not only "the largest town in California," but the greatest city in the western half of the United States or on the Pacific shores of the Western Hemisphere; and the Bay of San Pedro—now Los Angeles Harbor—has been made into one of the safest and most commercially utilitarian ports in the world, with a commerce that is growing almost beyond belief.

As this is written it is recorded that twenty vessels arrived in the port in one day, flying the flags of many nations.

The United States government began in 1871 to improve the harbor by building jetties to deepen the entrance to Wilmington Lagoon, which opened into the bay, and a quarter century later congress ordered the

1055
1053
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construction of the great San Pedro Breakwater to protect a section of the bay and create an outer harbor. This breakwater was fourteen years in building.

The city attained a population of 102,000 in 1900, and 250,000 in 1907. In the meantime a large import lumber business was built up through the port, but there was little other commerce. The Harbor was not deep enough to accommodate any except shallow-draft lumber schooners.

With the birth of the Los Angeles Chamber of Commerce, the men comprising that organization determined that the city should have an adequate port, and it was the fight waged by the Chamber of Commerce that resulted in the construction of the breakwater. But as the years went by it became evident that municipal enterprise and resources must be put into the port if adequate facilities were to be provided. But the City of Los Angeles could spend its money only within its own limits, and so plans were made to extend the city to the sea. Legislation and political campaigns were necessary, and it was 1909 before this was accomplished.

About the same time the United States Government was convinced that deeper water was necessary, and projects were undertaken to deepen the Main Channel first to 25 feet and later to 30 feet, and also to dredge the Turning Basin. Harbor lines also were established, which have been primarily followed by the city in its harbor work.

Following the absorption of the harbor towns of Wilmington and San Pedro in 1909, three million dollars of bonds were voted by the city for harbor improvements, but litigation was necessary to clear the way, and it was 1912 before the money could be expended. Thus it was the spring of 1914 before the first unit of municipal harbor facilities was completed, with others under way. This marks the beginning of the real operation of the harbor by the city.

About the same time the Panama Canal was opened, and indications were that commerce was coming with a rush. But an obscure event in the southeast of Europe changed the history of the Port of Los Angeles—along with that of the rest of the world. It brought on the great war, and that affected the world's shipping. Vessel after vessel was withdrawn from the Pacific and put into war service, until all the regular shipping left to Los Angeles was a portion of its lumber fleet and the smaller ships of one coastwise steamship company. About the only participation Los Angeles had in the commerce caused by the war was in the shipment of petroleum products and flour. Its refineries sent cargo after cargo of gasoline to destinations known only to army or navy authorities, and an occasional cargo of flour to Europe. Aside from these items, the war stifled the growth of commerce through the Port of Los Angeles.

This harbor received none of the impetus that came to North Pacific ports by reason of rushing supplies to Vladivostok. And yet despite the effect of the war, the commerce of the port of Los Angeles increased.

This was the situation when the armistice was signed three years ago. Ships were not to be had, and they did not begin to come until six months after the close of the war.

Thus the real growth of the commerce of the Port of Los Angeles has come in the last two to three years. First came the return of one or two coast-to-coast lines, then two or three running to Latin American countries, and others to Europe. There were only three or four unimportant foreign or off-shore services out of this port at the beginning of 1919; today there are nearly fifty foreign and coast-to-coast services, reaching approximately 100 important ports throughout the world.

The growth of the total water commerce of the port in tons and value is shown by the following figures:

Year Ending June 30	Tons	Value
1916.....	2,051,785	\$ 76,549,742
1917.....	2,312,387	69,553,873
1918.....	2,236,534	98,953,652
1919.....	2,380,622	86,481,470
1920.....	3,528,280	153,919,010
1921.....	4,306,134	189,395,257

The increase in the foreign trade of Los Angeles, which was very small when the first municipal harbor facilities were built a few years ago, has been even more remarkable, as is shown by the following figures:

Year Ending June 30	Imports	Exports
1913.....	\$2,747,601	\$ 253,562
1914.....	3,187,052	974,186
1915.....	2,541,050	1,606,540
1916.....	2,238,006	1,363,178
1917.....	2,338,714	3,365,080
1918.....	3,239,867	6,273,418
1919.....	2,181,423	5,336,143
1920.....	9,411,282	19,984,577
1921.....	8,349,576	18,589,180

Although the values of both imports and exports in 1921 were slightly less than in 1920, the actual tonnage was much greater. The apparent falling off was caused by a decrease in values. The total foreign tonnage in 1920 was 443,671 tons, and in 1921 it was 829,643 tons.

Thus it is evident that the pronounced growth of the water commerce of Los Angeles has just come since the close of the war and after shipping again began to be plentiful.

To care for the many new steamship lines that have come to the port in the last two years has taxed the facilities of the harbor department. All during the war only part of the municipal harbor facilities were in use commercially. Some were used by the United States Navy as a training camp and as a submarine base, and some were used for marine repair purposes. Had anyone prophesied three years ago that the harbor facilities would be crowded within five years, he would have been regarded as of unsound mind. Yet now this has happened, and the city has voted \$9,300,000 of bonds for additional harbor facilities

since the war. Of this amount, approximately \$7,000,000 remains to be expended, and this amount will provide a large amount of dock space and other facilities.

There is, of course, a reason for this growth in the water commerce of Los Angeles. First comes the growth in population. From a small city of 50,000 in 1890, soon after the Chamber of Commerce was organized, the city grew to 102,000 in 1900, and to 319,000 in 1910. During the war the growth in population was retarded and the census of January 1, 1920, showed a population of 576,673. Beginning with that year the increase was greatly accelerated, however, and the figures reached 611,636 in the middle of the year. At the present time the population is estimated in excess of 750,000.

These figures are more than borne out by the building permits of recent years. Just before the outbreak of the war,—in 1913—16,442 permits were issued with a value of \$31,611,921, which was thought phenomenal. With the repression of building by the government, the number of permits decreased to 6381 in 1918, with a value of \$8,678,863. But as soon as the war ceased the building permits shot up again. In 1919 there were 13,344 permits issued, with a value of \$28,253,619, and in 1920 there were 25,555 permits, valued at \$60,023,600. It is not unlikely that the present year will see the phenomenal building activity of 1913 practically doubled in number of permits, and almost trebled in value.

Again the school statistics of Los Angeles more than bear out the population estimates. In 1910, when the census statistics showed a population of a little more than 319,000, the school enrollment was 49,893, with 1,306 teachers. Today the school enrollment is 148,809, with 5,151 teachers.

Another cause for the increase of the commerce of Los Angeles is the industrial expansion of recent years. The war and the harbor improvements made possible a great shipbuilding industry in Los Angeles. No ships of any consequence had ever been built here until the United States entered the war. Within a few months two large yards for building steel vessels and two others for building wooden ships had been constructed. They turned out approximately \$125,000,000 worth of vessels for the Shipping Board. They demonstrated on a large scale the industrial advantages of Los Angeles. They proved that labor is much more efficient here than in localities where extreme heat and cold prevail; that weather conditions do not interfere with open-air labor at any time, with the result that labor can accomplish greater results than elsewhere in a given time. This fact, combined with the fact that cheap electric power, natural gas and fuel oil, and a plentiful supply of labor are available here, directed the attention of industry to Los Angeles. The Chamber of Commerce has developed a very efficient Industrial Department, which has assisted in locating industries here. In 1914 the value of the products of Los Angeles industrial plants was \$105,000,000. This increased in 1919 to \$618,000,000; in 1920 to \$788,652,885, and in 1921 to \$800,926,640. There are now approximately 3,700 industrial plants in the city, and the Industrial Department of the Chamber of

Commerce reports that 550 of these have located here within the last year.

One feature that is now attracting industries to Los Angeles is the fact that the harbor is a gateway to the markets of the world, and steamship lines now sail from Los Angeles to all continents. The coming of these industries, too, creates more commerce and brings more steamship lines. In fact, most of the commerce passing through this port is of local origin or destination, while that of other ports is largely trans-shipment cargo, originating or destined to some other state.

The charge is often made that the majority of the people of Los Angeles do not realize the possibilities of their port nor the potentialities of the position of Los Angeles with reference to the trade of the world. This may be quite true. The majority of the residents of Los Angeles came here from inland states and know little of water commerce. Many of them are comparatively recent residents and have not yet become familiar with the commercial possibilities that ocean transportation and the markets of the world open to them.

This was impressed upon the writer some time ago by a visitor who had just come to Los Angeles from London. Here is his statement:

"I am an American by birth—brought up in Chicago—but years ago I became imbued with the idea that London was where great things were to be accomplished, and for sixteen years I have been in Great Britain. I attained a position of some prominence with a number of affiliated British corporations, and following the war the officers of these corporations held numerous conferences to formulate a program for regaining world trade. At these conferences trade scouts who had been in various parts of the world reported their findings. At one meeting an elderly director who had been traveling in America talked of the Pacific Coast. He described the different cities and ports. He gave an excellent description of the people of Los Angeles and of their harbor, but he said the people here glory in their climate and their rose covered bungalows, but they do not realize the advantages which their position on the Pacific,—facing the Orient, the great future trade arena of the world,—gives them. He said the time will come in a few years when Los Angeles will be warehousing the trade of Great Britain with the Orient.

"Here was I, an American from Chicago who had gone to England to get into the middle of things, hearing from an Englishman that the place where great things will be done commercially is on the Pacific Coast of my own country. So at the first opportunity I came to America and to Los Angeles, with the result that I'm going to stay."

It is undoubtedly true that Los Angeles is just in the beginning of its foreign trade. But it is already attracting wide attention in foreign trade circles, and its growth in population and industry undoubtedly will be more than duplicated in its water commerce.

The Los Angeles Chamber of Commerce maintains a Trade Extension Department, which looks after both foreign and domestic trade matters and also harbor development and shipping. In the last six months this department has had calls not only from business men in

other sections of the United States, but many from all over the world, who desire to locate in Los Angeles and engage in foreign trade. They represent all phases of foreign trade and will take advantage of the possibilities Los Angeles presents, thereby hastening the development of the water commerce of this port.

Petroleum products and cotton have developed into the principal commodities of export from Los Angeles. The oil fields of California produce about 18 per cent of the total petroleum production of the world, and nearly all of these are tributary to the Port of Los Angeles. Within the past five years two immense refineries have been built within a few miles of the port and connected with it by pipe lines. Other lines bring crude oil two hundred miles from Central California oil fields, as well as from those within forty miles of the port. Los Angeles has become one of the great oil ports of the world, and the petroleum exports will average more than a million barrels a month.

The development of cotton growing in Southern California and Arizona, and the building of a high-density cotton compress within the last two years, have made Los Angeles a cotton port of importance. Not only is this southwestern cotton shipped to Japan, Liverpool, and New England, but Texas cotton also has moved through this port to the Orient.

Another commodity which will probably furnish a large tonnage for export is citrus fruit. Southern California already produces more oranges and lemons combined than any other region in the world, although Sicily grows more lemons alone. The markets for California citrus fruits, however, have been confined chiefly to the United States, and they have been shipped by rail almost entirely. The rail rates have been so high that they have seldom been able to compete with Sicilian lemons on the Atlantic seaboard. But within the last year many carloads of lemons have been successfully shipped through the Panama Canal to New York, and several thousand boxes of oranges have gone by water both to the Atlantic seaboard and to Europe.

Methods of ventilation, refrigeration, and handling remain to be improved, but within two or three years the tonnage of citrus fruits promises to be a large item of export.

The development of the citrus fruit industry in Southern California has been the story of the extension of markets. Twenty-five years ago when the production reached 5,000 cars a year, prices were very low and growers thought their markets would not absorb so much fruit. But refrigeration methods were perfected, refrigerator car-lines were established, and markets were widened. When the production reached 40,000 cars a few years ago it was again thought that the markets would not absorb so much fruit, but better marketing methods were established and a nation-wide advertising campaign was undertaken. This year the United States has brought 60,000 carloads of California oranges and lemons or about 750,000 tons. Now the construction of Los Angeles Harbor and the establishment of steamship lines has opened the whole world to the citrus fruit grower, and production probably will take another upward bound.

It has been stated that the New York market alone will take two hundred carloads of oranges per week, and half of this amount can be shipped by water.

A recent survey of the exports and imports of Los Angeles showed the following as the principal commodities handled and the countries of origin or destination:

LEADING IMPORTS—Paper from Canada and Sweden; Nitrate of Soda from Chile; coffee from Brazil, Argentina, Colombia, Central America and Java; fertilizer from Uruguay and Canada; crude rubber from Singapore, Dutch East Indies and China; glass from Belgium; wood pulp from Canada and Sweden; cotton manufacturers from England, Japan and France; china, porcelain and earthenware from England and Japan; timbers from Canada; crude cocoa and cocoa beans from Central America, Brazil, Ecuador; pig iron from England, Scotland and China; linoleum from England; rags for paper stock from Scotland and England; cane sugar from Guatemala, Mexico and Costa Rica; hard woods from Philippine Islands, Guatemala and Mexico; mica from Argentina and India; silk goods from Japan and France; copra cake from Java and Philippines; fresh fish from Mexico; linseed oil from England; hemp from Philippine Islands; cigars from Philippine Islands and Cuba; fresh tomatoes from Mexico; seeds from Denmark, and spices from Colombia and the East Indies.

LEADING EXPORTS—Kerosene, gasoline to India, China, Hongkong, Japan, New Zealand, Philippine Islands and Straits Settlements; fuel oil to Canada and Chile; iron, steel bars, rods, supplies and manufactured goods to China and Japan; oil well machinery to Colombia, Dutch East Indies, Ecuador, British India, Straits Settlements and Argentina; pipes and fittings to East India, Ecuador and Columbia; cotton goods to Costa Rica, Guatemala, Honduras, Mexico, Philippine Islands, Salvador and Costa Rica; internal combustion engines to Costa Rica; machinery to Cuba; canned fruits, vegetables to England, Peru, Philippine Islands and Strait Settlements; cotton seed meal to Germany and Sweden; chemicals to Japan, Sweden and Strait Settlements; medicines and drugs to Mexico; flour to Salvador.

With Los Angeles situated as it is as the first important port of call for vessels coming through the Panama Canal, and facing, as it does, the teeming Orient across the Pacific, some shipping men believe it is destined to become a great port of trans-shipment. There are now ten important steamship lines coming from the Atlantic Coast and Gulf ports through the Panama Canal to Los Angeles, and a dozen more from Europe. With increased trans-Pacific shipping facilities now in process of formation, opportunity will be afforded to transship between these lines, to the advantage of both. The port facilities of Los Angeles are specially designed for this sort of traffic.

One feature of Los Angeles shipping that remains to be developed is passenger traffic. Los Angeles is the destination of most of the trans-continental tourist travel of America. Southern California is recognized as the great American playground. In fact, it is said that a large majority of the tourists who cross the Pacific or go to Hawaii

pass through Los Angeles, and a fast passenger line between Los Angeles and Honolulu has just been established. This is one of the finest passenger lines on the Pacific.

Australians who visit Los Angeles state that there is a demand for a fast passenger line between that country and Los Angeles. They say that such a line not only would get the patronage of Australians coming to the United States, but also those going to England. There is a heavy travel between Australia and England, and it is stated that a fast line from Australia to Los Angeles would furnish a shorter line in point of time than the present route by the Suez Canal and the Mediterranean. It would also allow the tourists to visit Southern California and would break the monotony of the long sea journey by a railroad trip across the United States through some of the principal American cities.

It is difficult to foretell the future of Los Angeles and its commerce. Here is the apex of the westward movement of the human race which has been in progress for more than four thousand years. This movement began back in Central Asia and traveled towards the setting sun to Egypt and Greece, to Carthage and Rome. Then in the course of years it came to a halt in Spain and England on the shores of the Atlantic. But after Columbus found the New World, civilization began its westward march again, the Anglo-Saxon civilization taking possession of the region north of the Gulf of Mexico, and the Latin taking Mexico and South America. The two civilizations marched side by side, but the Latin came first to Southern California. The Spainard founded Los Angeles and the California missions, and ruled the southwest for several generations. Then came the Anglo-Saxon. The two civilizations clashed and intermingled. Los Angeles is on the border land between the two and attracts both. And still the westward march of mankind continues, but here it has reached the shores of the Pacific and can go no further. And in Los Angeles is the apex of the movement, for many more people are massing in Southern California than anywhere on the Pacific. The intermingling of the two civilizations and the coming of many peoples from many states and many lands means the clash of ideas—out of which grows progress—and trade—and more progress—and a better civilization.

IMPORTS FROM FOREIGN COUNTRIES THROUGH THE PORT OF LOS ANGELES In the Calendar Year of 1921

[See both free and dutiable lists]

FREE LIST

AGRICULTURAL IMPLEMENTS		China	1,209	
Scotland	\$ 4,394	British India	248	
Canada	11,024	Australia	173	
	\$ 15,418	Mexico	4,300	
ANIMALS (n. o. s.)		Denmark	903	
Cuba	1,200	Netherlands	617	
Hongkong	110	Ireland	323	
Germany	300	Canada	345	72,626
	1,610	Art Works or Exhibits		
ARTICLES SPECIALLY IMPORTED		Italy	913	
Articles Under Bond		Hongkong	11	924
Canada	7,390	BLOOD, Dried		
Mexico	25	Uruguay	47,275	
France	5,430	Argentina	56,140	
	12,845	Canada	423	
Philosophical and Scientific Instruments		Brazil	8,000	111,838
Germany	9,653	BONES—HOOFS & HORNS		
England	3,594	Korea	2	
	12,827	Mexico	15	17
Other Articles Specially Imported		BREADSTUFFS		
Scotland	110,472	Bread and Biscuits		
Netherlands	7,871	England	7,166	
England	71,034	Japan	873	
	189,377	Australia	124	8,163
ARTICLES OF THE U. S. RETURNED		Ferocious Substances		
Returned Autos		Hongkong	91	
Mexico	750	Sts. Settlements..	974	1,065
Canada	6,650	Wheat Flour		
Germany	31,950	Canada	42,122	42,122
	39,350	Other Breadstuffs		
Other Articles Returned		Canada	6,643	
Switzerland	1,800	Japan	20	6,663
England	6,108	CHALK		
Canada	13,737	Crude		
Mexico	26,499	Sweden	2,638	
China	967	England	479	
Australia	4,432	Belgium	925	4,102
Cuba	1,937	CHEMICALS (Drugs, Dyes and Medicines)		
Japan	42,637	Acids (n. o. s.)		
France	1,308	England	291	291
Costa Rica	420	Arsenic		
Guatemala	1,527	Japan	2,782	2,782
Hongkong	1,941	Calcium		
Philippines Is.	2,675	Germany	2,358	2,358
Sts. Settlements..	929	Coal Tar Products		
Honduras	325	Cresol		
Peru	553	England	690	690
Panama	450	Cresots		
Germany	29,952	England	99	99
British India	1,000	Naphthalene		
Colombia	2,485	Belgium	1,398	1,398
	141,682	Gums		
ART WORKS		Copal, Damar, Kauri: Dutch East Indies ...		
Works of American Artists:			1,073	1,073
Japan	257	Shellac		
Sweden	40,000	British India	4,290	4,290
	40,257	Lactarene		
Art Works, Originals, etc.		England	1,277	1,277
France	4,721	Soda (Nitrate of)		
Germany	2,590	Chile	46,131	
Italy	2,519	Japan	21,229	67,360
England	2,608	Other Sodas:		
Czecho-Slovakia..	125	England	30,088	
Switzerland	110	Belgium	331	30,418
Sweden	25,000	Other Chemicals		
	37,673	Hongkong	7,295	
Statuary Regalia, etc.		England	5,380	
England	171	Belgium	113	
Ireland	1,565	Japan	58	
France	3,437	Mexico	82	12,928
Italy	655	COAL AND COKE		
Turkish Asia	432	Coke		
Germany	400	England	1,690	1,690
Belgium	383	COCOA OR CACAO (crude)		
Art Works Over 100 Years		Netherlands	2,275	
France	7,409	Costa Rica	15,235	
Italy	16,482	Panama	1,566	
Spain	16,692			
England	6,978			
Japan	8,251			
Switzerland	994			
Scotland	119			
Belgium	2,292			
Germany	5,291			

Ecuador	16,078		Other Shell Fish		
Brazil	3,046		Japan	8,467	
Trinidad	2,615		Mexico	18,378	
British E. Indies	1,022		Hongkong	885	32,730
England	5,112	46,949	FRUITS AND NUTS		
COFFEE			Fruits (n. o. s.)		
Nicaragua	1,761		Hongkong	32	32
Brazil	411,651		Nuts		
Guatemala	7,430		Cocanut Meat (Copra)		
Canada	3,375		Philippine Is.	4,400	4,400
Argentina	65,187		Maroons		
Colombia	145,063		Italy	1,159	
Costa Rica	70		Japan	38	1,197
Mexico	139		FURS AND FUR SKINS		
Uruguay	4,500		Undressed		
Dutch E. Indies	24,463		England	5,258	
Hongkong	5,839		British India	216	
British India	6,511	675,989	East Africa	769	
COTTON			China	12	6,255
Cotton Waste			HAIR		
Belgium	1,061	1,061	Other Animal Hair		
EGGS			Canada	766	
Hongkong	451	451	Argentina	4,386	5,152
FERTILIZERS			HIDES AND SKINS:		
Calcium Cyanide			Cattle Hides (Wet)		
Sweden	34,048		Nicaragua	3,341	3,341
Canada	275	34,323	Sheep Skins (Dressed)		
Guano			Australia	6,918	6,918
Canada	2,825		HOUSEHOLD AND		
Mexico	1,500		PERSONAL EFFECTS		
Uruguay	413	4,738	France	14,887	
Potash (Sulphate of)			Germany	17,785	
Germany	16,329	16,329	Netherlands	25,408	
Other Fertilizers			Spain	2,604	
Canada	4,632		England	66,117	
Uruguay	22,283		Canada	324,671	
Germany	26,564		Panama	15,290	
Argentina	59,940		China	5,911	
Norway	21,324		Japan	37,374	
England	5,247	148,990	Scotland	14,381	
FIBERS AND TEXTILE			Mexico	970	
GRASSES (n. e. s.)			Hongkong	993	
Unmanufactured			Czecho-Slovakia..	6	
Flax			Switzerland	3,887	
Switzerland	6	6	Turkish Asia	50	
Jute and Jute Butts			Belgium	3,057	
Colombia	830	830	Dutch E. Indies	2,290	
Kopok			Philippine Is.	3,989	
Ecuador	8,256		Australia	1,600	
Dutch E. Indies	7,715	15,971	Korea	199	
Other Fibers			Sts. Settlements..	480	
British E. Indies	698	698	British India	1,060	
Manufactures of:			Roumania	3,500	
Binding Twine			Ireland	160	
Hongkong	1	1	Bermuda	300	
Fabrics, Woven			Italy	8	
Burlaps			Cuba	600	
Scotland	479	479	Chile	500	548,067
FISH, Cured or Preserved			INDIA RUBBER		
Codfish			Crude Rubber		
Japan	240	240	Sts. Settlements	768,762	
Herring			British India	11,175	
Canada	178		Japan	9,771	
Netherlands	844	1,022	Dutch E. Indies	9,354	
Other Fish			British India	14,790	
Dried			Hongkong	1,494	815,346
Canada	1,326		IRON AND STEEL		
Hongkong	625		Pig Iron		
Japan	5,042		Ferromanganese		
Mexico	651		England	13,978	
Netherlands	689		Germany	7,275	21,253
Norway	660	8,985	Other Pig Iron		
Fresh Fish			China	127,975	
Halibut			Japan	53,435	
Mexico	2,560	2,560	Australia	12,150	
Smelts			Ireland	4,912	
Mexico	120	120	Belgium	130,304	
Other Fresh Fish			Sweden	3,577	350,588
Mexico	116,810		Scrap Iron		
England	1,459		Hongkong	450	450
Hongkong	106	118,375	Steel Ingots		
Shell Fish			Germany	1,504	
Crab Meat			Belgium	59,556	
Japan	8,000		France	5,823	66,893
Canada	141	8,141	Machinery		
Lobsters			Sewing Machines		
Japan	924		Canada	10,515	
Mexico	360	1,284	England	98	10,613

Needles		
England	432	
Germany	79	511
LEATHER (n. o. s.)		
England	2,292	2,292
Manufacturers of:		
Shoes		
England	12,006	
France	272	
Hongkong	72	
Germany	4	
Japan	46	12,,400
All Other Mfgrs. of		
Hongkong	82	
England	2,389	
Spain	15	2,486
MEAT AND DAIRY PRODUCTS		
Canned Meats (n. o. s.)		
Australia	1,175	
Hongkong	375	2,090
METALS		
Iridium		
Japan	2,991	2,991
All Other		
Switzerland	184	
England	21	
Canada	50	255
MOSS AND VEGETABLE SUBSTANCE		
Japan	2,528	
Mexico	2,555	
Hongkong	89	5,172
OIL CAKE		
Philippine Is.	19,800	19,800
OILS		
Animal		
Cod and Cod Liver Oil		
Norway	2,459	2,459
Mineral		
Crude		
Mexico	441,246	441,246
Vegetable		
Chinese Nut		
Hongkong	2,611	
China	20,589	23,190
PAPER STOCK		
Rags (except woolen)		
Netherlands	14,093	
Belgium	33,807	47,900
PAPER		
Books		
France	602	
Italy	418	
Spain	1,694	
England	33,636	
Ireland	39	
Canada	100	
Japan	13,436	
Hongkong	22	
China	993	
Australia	35	
Germany	314	51,289
Printing Paper		
Canada	2,219,321	
Norway	242,643	2,467,453
PLATINUM (Unmanufactured)		
Colombia	3,112	3,112
SEEDS		
Grass (Clover)		
New Zealand.....	1,877	
Germany	9,277	11,154
Other Grass		
Ireland	532	
Canada	2,740	
Germany	8,843	12,115
Sugar Beet Seed		
Denmark	16,960	
England	510	
Netherlands	8,190	25,660

Other Seeds		
Denmark	7,992	
France	1,126	
Netherlands	918	
England	4,485	
Japan	9,729	
Hongkong	9	
Argentine	13,140	
Australia	808	38,207
SHELLS (n. o. s.)		
Germany	67	
Mexico	208	275
STONE (n. o. s.)		
England	163	
Japan	10	173
TEA		
British E. Indies	1,153	
Hongkong	1,887	
Japan	45,908	
Netherlands	1,792	
China	11,543	
England	18,379	
Dutch E. Indies	3,218	
British India	486	84,366
VEGETABLES		
Potatoes		
Netherlands	2,265	2,265
WAX		
Beeswax		
England	252	252
Vegetable		
Japan	22	
Hongkong	260	282
WOOD (Unmanufactured)		
Mahogany		
Philippine Is.	1,150	1,150
Logs and Round Timber		
Canada	1,726	1,726
Other Wood		
Japan	1,538	
Hongkong	11	1,549
Manufacturers of:		
Boards		
Philippine Iss ...	2,613	
Canada	219,323	
Japan	4,257	
French E Indies	5,109	
Mexico	128	231,930
Laths		
Canada	30,808	30,808
Shingles		
Canada	21,939	21,939
WOOD PULP		
Chemical, Unbleached, Sulphite		
Canada	15,151	
Germany	4,620	
Sweden	42,557	62,328
Bleached, Sulphite		
Canada	5,446	5,446
WOOL (Unmanufactured)		
Class 1		
Australia	42,272	42,272
ARTICLES FROM THE PHILIPPINE ISLANDS		
Philippine Is.	327,055	327,055
ALL OTHER ARTICLES		
Belgium	18,083	
Ireland	1,706	
England	1,209	
France	1	
Japan	416	
Netherlands	3,237	
British India	215	
Canada	597	
Uruguay	168	
Hongkong	194	
Finland	280	
British India	2,500	
British E. Africa	1,946	30,055

DUTIABLE LIST

ALUMINUM Manufactures		
Germany	1,205	1,205
ANIMALS (n. o. s.)		
Canada	500	
Hongkong	675	1,175
ART WORKS		
Italy	4,060	

Japan	4	
France	3,608	
Belgium	62	
Canada	459	
Austria	66	
Germany	495	
England	42	8,796

BEADS			China	264	
France	10,658		Japan	2,607	
Germany	1,744		Ammonia, Muriate		
England	198		Netherlands	944	944
China	2,345		Alkalies—Non-Alcoholic		
Japan	21,519		England	827	
Czecho-Slovakia	4,985		France	305	
Austria	217		Netherlands	170	
Italy	240		Germany	547	
Philippine Is.	20		Japan	2,005	3,854
Canada	23		Medical Preparations		
Netherlands	19		Mexico	50	
Switzerland	37		Canada	444	
Korea	33	49,038	Hongkong	1,538	
BONES—Hoofs and Horn Manufactures			Germany	417	
Japan	1,501		Japan	11	2,460
Germany	24		Chemical and Medicinal Compounds		
British India	76		Hongkong	2,781	
France	54		Japan	4,814	
Hongkong	235		France	84	
Dutch E. Indies	104		Canada	25	7,704
England	2	1,996	Coal Tar Products		
BRASS (Manufactures of)			Group No. 2		
England	441		Belgium	594	594
Japan	1,783		Group No. 3		
China	85		Alizarin		
Germany	132		England	88	88
Netherlands	18		Colors		
Hongkong	14		England	969	969
France	4		All Other Coal Tar Products		
Scotland	20		England	851	851
British India	326		Gums		
Dutch E. Indies	224	3,047	Camphor		
BREADSTUFFS			Japan	26	26
Bread, Cake, etc.			Licorice Root		
England	600		Hongkong	154	154
Australia	147		Lime, Chloride of		
Japan	181	928	Belgium	2,187	2,187
Macaroni			Potash (n. o. s.)		
Hongkong	273		Germany	461	461
Japan	645	918	Soda (n. o. s.)		
Oats			England	3,376	3,376
Canada	806	806	All Other Chemicals		
Rice (Uncleaned)			Canada	1,575	
Japan	7,799	7,799	Mexico	1,831	
Rice (Cleaned)			Hongkong	5,138	
Honduras	1,440		Japan	4,159	
Hongkong	5,045	6,485	Germany	10,637	
Rice Flour			France	8	
Japan	1,023		China	4	
Hongkong	87	1,110	England	21	22,373
Wheat Flour			CLAYS		
Canada	1,930	1,930	China Clay		
All Other			England	4,674	4,674
Canada	6,188	6,188	All Other		
BRONZE (Manufactures of)			England	5,673	5,673
France	755		CLOCKS AND WATCHES		
Italy	719		Clocks		
Hongkong	32	4,377	France	2,362	
BRUSHES			Germany	526	
England	1,976		Hongkong	7	
Hongkong	116		England	94	2,989
Japan	3,415		Watches		
France	190		France	108	
Switzerland	2		Germany	20	128
Germany	50		Movements		
Italy	41	5,790	Switzerland	438	438
BUTTONS			Parts of		
Pearl			Switzerland	178	178
Japan	354	354	COCOA AND CHOCOLATE		
All Other			Switzerland	1,212	1,212
Germany	20		COLLODION		
France	22	42	Japan	18	
CARS, CARRIAGES AND PARTS OF			France	91	
Automobiles and Parts Of			Germany	135	
Automobiles			England	17	261
Canada	5,607		COPPER (Manufactures of)		
England	3,700	9,307	Hongkong	120	
Parts of			Japan	1,347	
Germany	461	461	Korea	14	1,481
All Other Vehicles			CORK (Manufactures of)		
Canada	40	40	England	11	11
CHEMICALS, Drugs, Dues and Medicines			COTTON		
Acids (n. o. s.)			Spool Thread		
England	301	301	Canada	6	6
			Cloths (Unbleached)		
			England	173	173

Cloths (Bleached)			British S. Africa	8	
Japan	5,282		Canada	514	
England	531		Scotland	27	
Ireland	8		France	1,536	
Belgium	79		Hongkong	690	
France	110	6,010	Ireland	52	
Colored (Dyed in the piece)			Dutch E. Indies	307	
England	2,357		Philippine Is.	5	
Japan	118,417		Belgium	960	
Scotland	5,064		China	4	78,418
China	339		EARTHEN, STONE AND		
France	345		CHINA WARE		
Switzerland	1,990		China (Plain)		
Belgium	910	129,422	Japan	2,453	
Printed			Netherlands	9	
Japan	31,738		Germany	701	
France	370	32,108	Hongkong	5	
Other Colored Cotton			France	174	
France	42		Czecho-Slovakia	26	3,368
England	3,337		China (Decorated)		
Japan	146,105		Austria	410	
China	148	149,632	France	6,436	
Handkerchiefs			German	36,831	
France	6,647		Netherlands	1,092	
England	1,231		England	8,768	
Switzerland	148		China	2,538	
Japan	57		Hongkong	1,054	
Belgium	141		Japan	68,940	
Ireland	216	8,440	New Zealand	791	
Embroideries			Czecho-Slovakia	324	
Germany	230	230	Scotland	81	
Laces (Handmade)			Italy	176	
China	2,283		Belgium	93	
France	30	2,313	Korea	5	124,539
Other Laces			Earthenware (Plain)		
China	8,317		England	2,864	
France	2,252		Japan	95	
Belgium	1,594		France	717	
England	1,292		Germany	37	3,713
Germany	365	15,097	Decorated		
Nets			France	8,393	
England	1,947	1,947	Germany	3,262	
Other Cotton Lace Art			Italy	3,747	
France	16,298		Netherlands	295	
Italy	4,556		England	38,091	
Japan	10,206		Hongkong	98	
England	1,453		Japan	26,953	
Spain	41		Czecho-Slovakia.	291	
Switzerland	616		Canada	75	
Hongkong	1,137		Spain	667	
China	1,434		China	17	
Ireland	21		Belgium	477	82,263
British India	312		Other Earthenware		
Philippine Is.	50		England	4,628	
Belgium	1,569		Japan	1,093	
Germany	1,391		Mexico	300	
Azores	207		French Africa	170	
Dutch E. Indies	18	39,309	Germany	259	
Plushes			Scotland	71	
Canada	145	145	France	122	
Jacquards			China	23	6,666
France	670		EDIBLE SUBSTANCES		
England	340		Japan	929	
China	24		Hongkong	392	1,321
Belgium	172		EGGS		
Germany	134	1,349	Dried		
Knit Goods (Gloves)			Hongkong	2	
France	323		England	12,510	
Germany	1,668	1,991	China	21,096	33,558
Stockings			ELECTRIC LAMPS		
England	1,975		Metal Filament		
France	1,164		Japan	2,965	2,965
Germany	2,782		Other Electric Lamps		
Japan	722	6,643	Japan	1,018	1,018
All Other Wearing Apparel			EXPLOSIVES		
France	8,496		Hongkong	16,672	
Germany	526		Germany	369	17,041
England	3,119		FANS		
Japan	10,570		France	1,727	
China	366		Japan	217	
Belgium	397		China	20	
Hongkong	58		Hongkong	23	
Scotland	16	23,458	Austria	65	
All Other Manufactures of			Germany	7	2,059
Germany	1,141		FEATHERS		
England	24,853		Crude		
Mexico	133		Hongkong	519	
Japan	48,188		China	550	1,069

Dressed			FISHING TACKLE		
France	74		England	15,196	
England	256		Scotland	1,041	
Canada	19		Japan	36	
Norway	63		Norway	3,159	
Germany	91	503	Spain	1,027	30,459
Feathers—Flowers for Millinery			FRUITS AND NUTS		
France	4,062		Currants		
England	39		...Greece	19,407	
Japan	1,373		England	2,048	21,455
Germany	229		Dates		
Italy	57		Hongkong	166	
Canada	2		England	3,742	3,908
China	9		Olives		
Austria	22	5,793	Hongkong	81	81
FIBERS			Preserved Fruits		
Manufacturers of Plain Woven Fabrics			Netherlands	59	
England	4,557		England	139	
Ireland	9,793		Hongkong	731	
Dutch E. Indies..	104		Canada	18	
Belgium	62		Italy	32	979
Czecho-Slovakia..	32	14,548	Other Fruits		
All other fabrics			Hongkong	445	
Ireland	1,078	1,078	Guatamala	158	603
Hats			Nuts (Almonds)		
France	7,121		Not Shelled		
Italy	15		Italy	49	
England	2,921		Spain	1,849	1,898
Ireland	1,348		Shelled		
Austria	31		Hongkong	100	100
Belgium	272	11,708	Cocanut Meats (Dessicated)		
Laces and lace articles			England	84	
Italy	1,052		British E. Indies	26,770	26,854
Switzerland	1,441		Peanuts (not shelled)		
China	5,275		Japan	17,711	
British India	157		China	2,630	20,341
France	4,120		(Shelled)		
England	412		Japan	16,133	
Ireland	714		China	875	17,008
Germany	406		Walnuts (not shelled)		
Japan	628		Canada	2,702	
Austria	631		Japan	1,548	4,250
Belgium	1,421		Other Nuts		
Dutch E. Indies..	287		Japan	14	
Hongkong	220		Hongkong	694	
Czecho-Slovakia..	46	16,811	Canada	211	919
Wearing Apparel			FURS AND FUR SKINS		
Germany	56		Dressed Furs		
England	174		Germany	584	584
British India	29		Fur Hats		
France	45		France	26	
Ireland	51	355	England	488	514
Fiber Flax Manufactures			Other Fur Manufactures		
Germany	162		China	730	
Italy	97		Canada	100	
England	5,664		England	1,165	
Ireland	6,022		British Indies ...	48	
France	932		France	1,634	
Scotland	27		Germany	252	
Hongkong	32		Norway	398	4,327
Switzerland	2		GELATIN		
Canada	12		England	1,526	
Dutch E. Indies..	6		Netherlands	13,836	
Belgium	363		Australia	2,618	17,980
Czecho-Slovakia..	432		GLASS AND GLASSWARE		
British Ocearia..	41	13,792	Bottles		
All Other Manufacturers of			England	179	
Switzerland	2		France	95	
England	3,329		Japan	13	
Italy	295		Hongkong	2	289
Scotland	1,152		Decorated Glassware		
Belgium	290	5,068	Germany	1,996	
FISH			Italy	1,545	
Packed in oil			Netherlands	614	
Norway	33,774		England	1,897	
England	982		Czecho-Slovakia..	1,372	
France	2,077		Scotland	3	
Hongkong	438	37,271	Austria	39	
Other Fish			China	465	
Canada	192		France	2,552	
Hongkong	851		Japan	1,153	
Italy	577		Malta	111	
Japan	8,916		Belgium	35	11,782
Norway	1,480		Optical Goods		
England	13	12,029	England	954	
			Germany	406	
			France	362	

Belgium	71	1,795	England	6,703	
Sheet and Plate Glass (Cylinder, crown and window)			Japan	59	
Sweden	404		Netherlands	8	
Belgium	490,605		Germany	29	
England	7,763		France	97	6,896
Canada	6,224	504,906	IRON AND STEEL		
Plate Glass			Pig Iron (Ferros licon)		
Belgium	14,616		Sweden	2,782	2,782
England	107	14,723	Steel Ingots (Bessemer)		
Other Glass Manufactures			Germany	9,553	
France	12,913		France	2,808	12,361
Germany	5,686		Structural Iron		
Switzerland	143		France	151	151
Belgium	63,137		Cutlery (Penknives)		
England	3,659		Sweden	550	
Japan	3,274		Germany	7,018	7,568
Netherlands	16		Razors		
China	63		Sweden	2,234	
Czecho-Slovakia	5,506		Germany	1,700	3,934
Italy	285	94,682	Scissors		
GLUE			Germany	4,155	
Hongkong	17		Japan	66	4,221
France	388		Other Cutlery		
England	1,739		Sweden	95	
Germany	325	2,469	Hongkong	36	
GOLD AND SILVER			Germany	371	
Manufacturers of Gold and Silver Laces			France	8	
France	9,308		England	80	590
Belgium	935		Machinery, Machines and Parts of		
England	26		Machine Tools		
Germany	213	10,482	Germany	186	186
Other Manufactures of			Other Machinery		
France	1,236		England	11,191	11,191
Germany	449		Needles		
England	1,299		England	256	
Japan	2,121		France	3	
Hongkong	98		Germany	223	482
Austria	54		Sheets and Plates		
China	407		England	498	498
Switzerland	313	5,977	Wire		
Jewelry			Hollow Wire Enameled		
France	5,020		Germany	171	
Italy	418		Netherlands	55	
England	839		Czecho-Slovakia	48	274
Japan	453		Other Manufactures of		
Scotland	27		Japan	9,347	
Germany	1,950		Germany	542	9,889
China	475		Other Manufactures of		
Canada	92		Iron and Steel		
Poland	212		Spain	33,573	
Korea	9		Sweden	15,499	
Austria	80		Italy	102	
Belgium	136		France	448	
Dutch E. Indies	251	9,963	Japan	317	
GREASE			Germany	3,439	
England	472	472	Scotland	45	
HAIR			Korea	39	
Human Hair			Hongkong	65	
China	35,060		England	12,466	
France	694		Czecho-Slovakia	47	66,040
Japan	1,858		LEAD		
Germany	675		Manufactures of		
Czecho-Slovakia	231	38,518	Germany	6	
Art of Horse Hair			England	5	11
France	155	155	LEATHER		
HATS			Chamois Skins		
Materials for (Braid)			England	106	106
Hongkong	585		Manufactures of		
Japan	1,105		Gloves, Women's and Childrens		
France	4		England	28	28
Italy	6	1,700	Women's other Gloves		
Straw (Unbleached)			France	5,362	
England	1,502		England	121	
Ecuador	625		Germany	636	6,119
Japan	55		Men's Gloves		
Italy	241	2,423	France	97	
Bleached			England	1,174	
Japan	507		Netherlands	6	
France	833		Germany	116	1,393
England	1,240		All Other Manufactures of		
China	191	2,771	France	991	
HONEY			Italy	243	
Mexico	1,500	1,500	Switzerland	124	
INDIA RUBBER			England	13,812	
Manufacturers of			Belgium	276	
			Australia	916	
			Germany	2,802	

China	56		Linseed		
Canada	248		England	218,141	
Dutch E. Indies	79		Netherlands	5,275	223,416
Philippine Is.	2		Olive Oil		
Japan	283	19,732	France	21,685	
MATCHES			Italy	17,217	38,902
Sweden	21,236		Peanut Oil		
England	168		Hongkong	768	768
Norway	1,439	22,843	Other Expressed oil		
MATTING			Hongkong	53	53
Japan	6,248		Other Essential Oils		
Hongkong	24	6,272	Hongkong	576	
MEAT AND DAIRY			Australia	589	
PRODUCTS			France	307	
Meat Products			Mexico	120	1,592
Fresh Meats (Pork)			PAINTS		
Hongkong	26	26	Colors and Varnishes		
Prepared and Preserved			Zinc Oxide		
Corned Beef			Germany	9,464	
Hongkong	24	24	Belgium	1,897	11,361
Bacon and Hams			Other Paints		
Japan	126		Denmark	3,651	
Hongkong	480	606	England	8,615	
Other Meats and Meat			Germany	2,586	
Products			Sweden	927	
Hongkong	598		France	390	
Japan	159	757	Belgium	1,195	
Dairy Products			Canada	3	
Cheese			Netherlands	931	18,898
England	283		PAPER		
Mexico	369		Books		
Italy	3,728		Germany	1,240	
Argentine	270		Japan	1,053	
Netherlands	273		Australia	998	
Norway	20	4,943	England	7,576	
METALS			France	334	
Manufactures of			China	368	
Ireland	253		Hongkong	3	
Norway	120		Philippine Is.	2	
France	6,540		Italy	15	
Germany	8,846		Scotland	241	
Spain	6		Canada	228	
Sweden	6,652		British India	239	12,297
England	7,491		Lithos		
Hognkong	57		Ireland	1,752	
Japan	8,534		England	201	1,953
Austria	365		Paper Hangings		
Switzerland	294		England	599	599
Canada	804		Photographic Paper		
Italy	1,743		England	1,097	
China	292		France	1,852	
British India	389		Germany	466	3,415
Netherlands	250		Post Cards		
Belgium	339		France	453	
Scotland	527		Germany	470	
Dutch E. Indies	412		England	370	
Denmark	350	44,264	Ireland	170	
MICA			Japan	68	1,531
Un-manufactured			Surface Coated Paper		
Argentine	73,100	73,100	Germany	1,857	
MOSS			France	4	
Hongkong	1	1	England	276	
MUSICAL INSTRUMENTS			Netherlands	144	2,281
AND PARTS			Wrapping Paper		
France	9,533		Germany	1,641	
Germany	5,210		Hongkong	3	1,644
Italy	493		Other Manufactures of		
Spain	10		France	1,156	
Switzerland	909		Germany	2,407	
China	42		England	2,926	
Netherlands	228		Canada	165	
England	574		Japan	7,127	
Canada	256		Hongkong	1,196	
Czecho-Slovakia	111		China	2	
Belgium	183		Czecho-Slovakia	178	
Scotland	124		Belgium	178	
Japan	121	17,794	Netherlands	50	
OIL CLOTH AND			Italy	15	15,252
LINOLEUM			PENHOLDERS, ETC.		
Linoleum			Switzerland	21	
England	18,241	18,241	Japan	1,440	1,461
OILS			PERFUMERIES Cosmetics, Etc.		
Animal			Perfumery		
England	4	4	France	8,701	
Vegetable			England	797	
Cocoa Butter Oil			Japan	2,229	
Netherlands	1,193	1,193	Philippine Is.	10	

Hongkong	9				
Germany	728	12,174			
PHONOGRAPHS					
Japan	2,669	2,669			
PHOTOGRAPHIC GOODS					
Comeras and Parts of					
England	676				
Germany	30				
Mexico	300	1,006			
Dry Plates					
England	2,787				
Germany	1,350	4,137			
Motion Picture Films					
Negatives					
Argentina	1,823				
Brazil	2,934				
Cuba	8,940				
France	2,493				
Mexico	2,475				
Denmark	600				
Germany	559				
Italy	4,202				
England	270				
China	365				
Canada	100,990				
Hongkong	163				
British Oceania..	764				
Australia	4,768				
British E. India	366				
French Oceania..	7,600				
British India	8,000	147,312			
Positive					
Cuba	3,000				
Germany	240				
Italy	378				
England	455	4,073			
PIPE AND SMOKERS					
ARTICLES					
Cigarette Papers					
England	35				
Japan	17	52			
Pipes, Etc.					
England	1,180				
Japan	1,351				
France	239				
Germany	324				
Netherlands	24				
Switzerland	27				
China	87				
Dutch E. Indies	5				
Poland	17				
Austria	70				
Italy	160				
British India	35	3,519			
PLANTS					
Bulbs					
Netherlands	14,205				
Hongkong	219				
Japan	1,525	15,949			
PRECIOUS STONES					
Diamonds (Cut)					
Belgium	44,265				
England	299	44,564			
Pearls					
Mexico	500				
Germany	10				
Hongkong	15				
Japan	8,265				
Belgium	127				
China	35	8,952			
Bort, Precious Stones					
Rough					
Japan	2,268				
Uruguay	210				
Australia	145	2,623			
Other Precious Stones					
Cut					
Italy	5,421				
France	89				
Germany	1,664				
England	114				
China	3,523				
British India	9				
Japan	12,907				
Korea	106				
Czecho-Slovakia.	188				
Belgium	29,716	53,737			
Semi-precious Stones and					
Imitations					
France	611				
Germany	689				
Czecho-Slovakia.	228				
British E. India	622				
British India	1,180	3,330			
SEEDS (n. o. s.)					
Denmark	4,411				
Switzerland	98				
England	2,053				
Argentina	4,320				
Japan	1,864				
Australia	110				
Netherlands	8,051				
Hongkong	347				
Germany	637				
France	153	22,044			
SHELLS					
Manufactures of					
France	714				
England	453				
Germany	679				
Hongkong	13				
Japan	35				
Italy	375	2,269			
SILK					
Manufactures of					
Spun Silk					
France	13				
Scotland	5	18			
Belting					
Japan	564				
China	2,532				
France	249				
Germany	206				
Hongkong	39				
England	3	3,593			
Piece Goods					
Japan	74,130				
China	5,926				
France	4,958				
Belgium	281				
Germany	27				
England	174				
Canada	290				
Korea	106				
Hongkong	352				
Italy	525	86,769			
Handkerchiefs					
England	1,723				
British S. Afri..	1				
France	522				
Japan	3,045	5,291			
Veils and Veilings					
France	9,184				
England	49				
Canada	60				
China	281				
Korea	53				
Dutch E. Indies	121				
Hongkong	80				
Japan	2,416	12,244			
Laces					
France	15,183				
Germany	862				
Japan	5,546				
Hongkong	109				
Austria	41				
China	833				
England	421				
British India	735				
Italy	343				
Belgium	1	24,074			
Velvets					
France	1,612	1,612			
Ribbons					
France	3,360				
Germany	32	3,392			
Wearing Apparel					
France	29,985				
Germany	1,510				
England	16,831				
Hongkong	1,758				
Japan	27,363				
British S. Africa	2				
China	929				

Ireland	333		
Philippine Is.	5		
Belgium	119		
Scotland	2,232		
Canada	483		
Ausiria	135	81,685	
Other Manufactures of			
France	4,691		
Germany	389		
Switzerland	7		
Mexico	210		
Hongkong	58		
Japan	5,039		
British S. Africo	7		
England	1,074		
Scotland	3,318		
Canada	869		
China	68		
Philippine Is.	3		
Italy	722		
Austria	29		
Ireland	215	16,699	
SILK (Artificial)			
Yarn			
Canada	26		
Scotland	184	210	
Manufactures of			
Japan	810		
France	7,733		
England	1,328		
Switzerland	1,095		
Scotland	127		
Germany	169		
Italy	20	11,282	
SOAP (n. o. s.)			
England	875		
Japan	206		
France	31		
Hongkong	7	1,119	
SPICES			
Capiscum (Ground)			
Japan	7,751		
Mexico	645		
Hongkong	30	8,426	
Cassia (Unground)			
Hongkong	2,506		
British E. India	310	2,816	
Cloves (Unground)			
England	1,601	1,601	
Ginger (Unground)			
Hongkong	185		
Japan	129	314	
Mustard			
France	107		
Ireland	1,347	1,454	
Nutmeg (Unground)			
Netherlands	6,778	6,778	
Pepper (Unground)			
Dutch E. Indies	23,429		
England	865		
Colombia	2,760		
British E. Indies	1,021		
Sts. Smts.	803	28,873	
Other Spices			
Spain	173		
Hongkong	236		
England	457		
Netherlands	895		
British E. Indies	5,029	6,790	
SPIRITS			
Beverages (n. o. s.)			
England	361		
Scotland	409		
Ireland	2,480	3,250	
SPONGES			
England	227	227	
STARCH			
Japan	420	420	
STONE			
Marble			
Manufactures of			
Italy	911		
France	1,207		
China	102		
British India	79		
Germany	148		
Austria	21	2,468	
Manufactures of			
Italy	1,789		1,793
Hongkong	4		
STRAW			
Manufactures of			
Germany	397		
Italy	257		
Japan	2,729		
China	148		
Hongkong	41		
England	6		
Dutch E. Indies	0	3,587	
SUGAR AND MOLASSES			
Sugar (Cane)			
Hongkong	163		
Costa Rica	20,133		
Nicaragua	21,680		
Guatamala	44,250		
Salvador	5,876		
Mexico	11,282		
Colombia	800	104,184	
Candy			
Mexico	55		
Hongkong	69		
France	137		
Japan	152		
Canada	39		
Italy	484	936	
TIN			
Manufactures of			
Netherlands	50	50	
TOBACCO			
Wrappers			
Australia	1,068	1,068	
Filler			
Cuba	11,375		
Canada	679		
Hongkong	65	12,119	
Cigars			
Mexico	104		
Cuba	21,866		
Canada	12		
England	82	22,064	
Cigaretts			
Egypt	177	177	
Other Manufactures of			
Canada	207		
England	80	287	
TOYS			
Dolls			
China	81		
Germany	10,387		
Japan	1,119		
France	381		
Netherlands	528		
England	104		
Austria	45		
Italy	16		
Czecho-Slovakia	496	13,157	
All Other			
France	6,663		
Germany	27,832		
Switzerland	420		
England	1,847		
Hongkong	239		
Japan	6,667		
Netherlands	1,392		
Czecho-Slovakia	384		
Belgium	174	45,618	
UMBRELLAS			
France	234		
Japan	11	245	
VEGETABLES			
Beans and Lentils			
Chile	2,680		
Japan	2,143		
Hongkong	1,379	6,202	
Peas (Dried)			
Mexico	1,262		
New Zealand	4,015		
Japan	10	5,287	
Prepared and Preserved			
Mushrooms and Truffles			
Japan	11,370		
Hongkong	193		
France	1,472		
Netherlands	1,494	14,529	

Sauces			England	336	
Japan	38,256		Scotland	1,544	
England	1,911		China	33,073	
Hongkong	1,359		British India	7,937	
France	1,556		Hongkong	1,858	
Spain	1,201	44,283	Turkish Asia	1,785	
Other Preserved Vegetables			Germany	440	
Hongkong	2,124		Philippine Is	20	
Japan	15,523		France	92	
France	702		Egypt	1,734	
Belgium	1,485		Belgium	96	52,760
Germany	728		All Other Carpets		
Mexico	2		England	5,953	
Dutch E. Indies	31	20,595	Scotland	12,015	
Other Vegetables			China	299	
Japan	2,851		Canada	5,689	23,956
Hongkong	1,866		Worsteds		
Mexico	491		England	2,334	
Chile	3,952	9,160	Ireland	1,112	3,446
VINEGAR			Woolens		
Hongkong	51		France	718	
England	533		England	18,265	
Japan	97	681	Scotland	1,654	
WOOD (Manufactures of)			Ireland	3,828	
Lumber (Sawed Boards)			Belgium	362	
Mexico	6,460		Germany	4	
Guatamala	39,173		Japan	741	25,572
Costa Rica	3,186		Cloth from Angora		
Japan	88,888	137,707	England	633	
Other Lumber			Scotland	219	852
Canada	63,174	63,174	Dress Goods		
Baskets			Ireland	228	
Germany	1,320		Japan	1,429	
Italy	383		France	62	
Sweden	354		England	1,087	2,806
England	1,645		Wearing Apparel		
Hongkong	6,052		France	3,287	
Japan	22,443		England	90,703	
China	558		Scotland	8,585	
Belgium	41	32,796	British S. Africa	40	
Chair Cane			Japan	254	
Hongkong	1,738	1,738	Belgium	55	
Furniture			Germany	361	
Italy	20,525		Switzerland	128	103,403
Switzerland	20		Yarns		
Japan	1,841		England	19,216	
England	9,450		France	241	
Hongkong	10,172		Scotland	178	19,635
Belgium	4,791		Other Manufactures of		
China	209		France	1,443	
Netherlands	1,002		England	8,527	
Poland	481	48,671	Mexico	133	
Other Manufactures of			British E. Africa	35	
France	3,531		Canada	365	
Italy	3,610		Scotland	274	
England	7,539		British India	398	
Scotland	1,275		Dutch E. Indies	43	
Canada	550		Germany	124	11,342
Hongkong	9,643		ZINC (n. o. s.)		
China	1,766		Belgium	3,836	3,836
Japan	36,721		ALL OTHER DUTIABLE		
British India	613		ARTICLES		
Austria	8		France	4,182	
Spain	220		England	614	
Germany	896		Canada	19,202	
Switzerland	201		Hongkong	319	
Belgium	135		Japan	20,958	
Dutch E. Indies	123		Mexico	14,148	
British Oceania	5		China	126	
Korea	94		Germany	279	
Sweden	263		British India	72	
Poland	17	67,210	Belgium	4	
WOOL (Manufactures of)			Korea	145	
Tops			Poland	143	
England	5,799	5,799	Netherlands	1,099	
Carpets and Carpeting			Argentina	7,122	68,413
Rugs			<hr/>		
Malta	3,845		\$12,054,037		

EXPORTS TO FOREIGN COUNTRIES THROUGH THE PORT OF LOS ANGELES In the Calendar Year of 1921

		Total		
ABRASIVES			BREADSTUFFS	
Wheels, Emery			Barley	
Mexico	\$ 21		Nicaragua	140
Philippine Is.	18	\$ 37	Mexico	51
All Other			Costa Rica	12
Mexico	100			203
Japan	56	156	Bread and Biscuits	
AGRICULTURAL			Nicaragua	705
Planters			Salvador	59
Mexico	81	81	Mexico	1,432
Plows, Cultivators			Costa Rica	124
Mexico	102		Guatemala	2,094
Japan	50		Panama	195
Salvador	75		Honduras	112
Chile	24		Japan	169
Colombia	23			4,890
Guatemala	144	418	Corn	
Complete Agricultural Tractors			Mexico	2,598
Mexico	845	845	Corn Meal	
Parts of Agricultural Tractors			Costa Rica	45
Mexico	3,180	3,180	Mill Feed	
All Others			Panama	1,301
Mexico	2,496		Mexico	46
Salvador	700		Germany	16,679
Japan	100		England	1,067
Guatemala	174	3,470	Sweden	35,770
Parts of				54,863
Mexico	479		Oats	
Japan	37		Mexico	10
New Zealand	104		Preparations of (Oatmeal)	
Colombia	22	642	Nicaragua	34
ALUMINUM (n. o. s.)			Mexico	278
Mexico	151		Guatemala	41
Honduras	11	162	Salvador	34
ANIMALS			Honduras	34
Cattle				421
Colombia	2,750	2,750	All Other Cereal Preparations	
Hogs			Nicaragua	428
Colombia	730	730	Mexico	892
Horses			Honduras	51
Canada	350	350	Salvador	17
All Others			Costa Rica	99
Japan	525		Panama	24
Colombia	135			1,511
Guatemala	480	1,140	Rice	
ASBESTOS (n. o. s.)			Mexico	273
Mexico	536		Japan	210
China	937		Wheat Flour	
Canada	56	1,529	Costa Rica	807
ASPHALTUM (n. o. s.)			Nicaragua	12
Mexico	625	625	Mexico	10,585
BILLIARD TABLES			Panama	70
Mexico	81	81	Guatemala	2,030
BLACKING AND POLISH			England	11
Japan	900		Turkey Asia	26,624
Costa Rica	163		Sts. Settlements..	40
Nicaragua	307		Japan	990
Mexico	1,442			41,169
Canada	166		Other Breadstuffs	
Honduras	42	3,020	Costa Rica	49
BONES, HOOFS AND HORNS			Nicaragua	99
Japan	1,686	1,686	Salvador	86
BRASS			Mexico	838
Pipes			Philippine Is.	10
Colombia	202		England	36
Mexico	273		Guatemala	91
China	3,139	3,614	Japan	50
Wire			Honduras	54
Mexico	47	47	Panama	101
All Other			Denmark	34,943
Mexico	1,898		Germany	11
Colombia	151			36,368
Egypt	38		BROOMS	
China	808		Salvador	58
Salvador	18			58
Guatemala	126		BRUSHES	
Peru	277		Guatemala	589
New Zealand	18		Mexico	886
Chile	10	3,438	Hongkong	88
			Philippine Is.	169
			Honduras	99
			Salvador	112
			China	38
			Chile	19
				2,000
			BUTTONS (n. o. s.)	
			Mexico	2,667
				2,667

EXPORTS TO FOREIGN COUNTRIES

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CANDLES			CHEMICALS, DRUGS, DYES AND MEDICINES		
Mexico	1,127		Carbolic Acid		
Guatemala	23	1,150	Mexico	40	
CARS, AUTOMOBILES			China	16	56
Commercial			Nitric Acid		
Costa Rica	1,500		Costa Rica	71	
Mexico	3,975		Nicaragua	20	
Honduras	13,924	19,399	Mexico	46	
Commercial Chassis			Salvador	83	220
Sts. Settlements..	5,904		Sulphuric Acid		
Mexico	500		Costa Rica	110	
Peru	10,458		Guatemala	25	
Japan	2,900		Honduras	20	
New Zealand.....	300	20,062	Mexico	476	
Passenger			Nicaragua	24	655
Mexico	26,325		All Other Acids		
Japan	2,550		Guatemala	215	
Australia	1,800		Nicaragua	460	
Canada	12,850		Panama	217	
Hongkong	1,450		Mexico	3,167	
Germany	5,000		Costa Rica	373	
England	1,990		Honduras	96	
British India	2,600		Bolivia	23	
Honduras	1,750		Salvador	188	
New Zealand.....	500		China	165	4,904
Belgium	1,200	58,015	Baking Powder		
Automobile, Parts of			Nicaragua	22	
Canada	1,803		Mexico	1,500	
Guatemala	345		Salvador	45	
Mexico	9,981		Honduras	15	
Chile	2,332		Guatemala	10	1,592
Costa Rica	236		Calcium Carbide		
Ecuador	141		Mexico	267	267
Honduras	3,700		Copper, Sulphate		
Japan	1,934		Mexico	52	
Siam	100		Guatemala	17	69
Peru	2,503		Dyes and Dyestuffs		
Salvador	2,949		Aniline Dyes		
Colombia	422		Guatemala	83	
Sts. Settlements..	423		Salvador	227	
Denmark	75		Mexico	319	629
Philippine Is.	122		Logwood Extract		
China	427		Salvador	133	
England	101		Mexico	152	
Switzerland	109	21,111	Nicaragua	48	333
Bicycles			All Other		
Japan	2,580		Nicaragua	61	
Canada	75		Mexico	137	198
England	45	2,700	Formaldehyde (Formalin)		
Motorcycles			Mexico	84	
Japan	2,028		Salvador	30	114
Mexico	846		Glycerin		
Netherlands	420		Guatemala	140	
Australia	275		Mexico	333	
Peru	225		Panama	52	
England	400	4,194	Bolivia	17	738
Wagons			Infants' Food		
Mexico	927	927	Mexico	171	
Wheelbarrows			Philippine Is.	219	
Mexico	125	125	Salvador	58	
All Other Vehicles			Honduras	85	
Honduras	683		Guatemala	65	
Mexico	8,777		Costa Rica	39	637
Peru	3,181		Lime, Chloride of		
Japan	4,053		Costa Rica	39	39
Canada	298		Medicinal and Pharmaceutical Preparations		
Philippine Is.	60		Costa Rica	1,659	
China	31		Guatemala	3,354	
Salvador	178	17,261	Honduras	4,849	
CELLULOID			Nicaragua	3,289	
Mexico	2,658		Panama	2,136	
Honduras	64		Salvador	4,140	
Philippine Is.	34		Mexico	68,803	
China	33	2,787	Hongkong	121	
CEMENT			Philippine Is.	8,145	
Hydraulic			Bolivia	123	
Costa Rica	1,372		Japan	25	
Panama	528		Colombia	330	
Colombia	3,927		China	1,644	
Japan	18		Canada	375	98,993
Nicaragua	3,520		Petroleum Jelly		
Salvador	2,887		Mexico	10	
Mexico	18,830		Honduras	29	
Guatemala	1,553		Nicaragua	24	
Honduras	1,435	33,970	Salvador	20	83
CHALK					
Mexico	168	168			

Potash					
Chlorate					
Mexico	322				
Costa Rica	99				
Honduras	28				
Salvador	16	465			
All Other					
Mexico	20,780				
Japan	32,756	53,536			
Roots (n. o. s.)					
Salvador	58				
Mexico	1,379				
Panama	13				
Costa Rica	13	1,463			
Soda (Caustic)					
Mexico	4,833				
Colombia	1,256				
Nicaragua	186	6,275			
Soda Ash					
Mexico	878				
Costa Rica	68				
Canada	574	1,520			
Carbonate Soda					
Guatemala	226				
Nicaragua	140				
Mexico	1,375				
Salvador	281				
China	16				
Costa Rica	25				
Panama	15	2,078			
Borax					
Mexico	413				
Canada	115				
Salvador	10				
Japan	21,000	21,538			
Other Salts of					
Costa Rica	24				
Guatemala	51				
Mexico	1,087				
Salvador	10				
Japan	4,054				
Nicaragua	17				
England	11,500	16,743			
Sulphur					
Panama	89	89			
Washing Powder					
Hongkong	15				
Mexico	136				
Peru	70	221			
All Other Chemicals					
Guatemala	482				
Honduras	154				
Nicaragua	129				
Panama	594				
Salvador	175				
Mexico	11,415				
Philippine Is.	112				
Ecuador	63				
Canada	1,299				
Japan	4,535				
Peru	21				
Costa Rica	185				
Colombia	90				
England	32,200	51,454			
CHEWING GUM					
Nicaragua	70				
Panama	11				
Salvador	70				
Guatemala	905				
Honduras	251				
Mexico	63	1,370			
CLAYS (n. o. s.)					
England	2,210				
Peru	15				
Japan	9,138				
Egypt	666				
Uruguay	620				
Argentina	1,015				
Mexico	86				
Honduras	23	13,853			
CLOCKS AND WATCHES					
Clocks and Parts					
Mexico	183	183			
Watches					
Mexico	53	53			
COAL AND COKE					
Coal (Anthracite)					
Mexico	42	42			
Coal (Bituminous)					
Mexico			34	34	
COCOA AND CHOCOLATE					
Cocoa					
Nicaragua	68				
Mexico	2,022				
Philippine Is.	150				
Germany	10				
Panama	610				
Honduras	33				
Salvador	12				
China	2,025				
Japan	505		5,435		
COFFEE					
Roasted					
Mexico	681				
Germany	29				
Japan	20		730		
CONFECTIONERY					
Nicaragua	852				
Panama	20,281				
Mexico	1,529				
Bolivia	1,785				
Australia	15				
Honduras	618				
Salvador	300				
Peru	834				
Japan	3,452				
Canada	635				
New Zealand.....	83		30,237		
COPPER					
Old and Scrap					
Japan	16,012		16,012		
Pipes					
Mexico	104		104		
Plates					
Chile	259		259		
All Other Mfrs. of					
Egypt	35				
Mexico	244				
Chile	35		314		
CORK					
Guatemala	12				
Mexico	284				
Honduras	77		373		
COTTON					
Unmanufactured					
Upland					
Japan	4,010,436				
England	1,285,130				
France	21,651				
China	119,561				
Germany	141,971		5,664,749		
Manufacturers of					
Blankets					
Mexico	1,539				
Nicaragua	42				
Germany	80				
Japan	176				
Costa Rica	78		1,539		
Cloths					
Duck (Unbleached)					
Salvador	219				
Mexico	1,568				
Costa Rica	254				
Nicaragua	48		2,089		
Duck (Bleached)					
Nicaragua	10				
Mexico	3,665				
Honduras	47		3,722		
All Other Cloths (Unbleached)					
Mexico	33,380				
Nicaragua	312				
Honduras	1,136				
Costa Rica	150		34,978		
Bleached					
Salvador	983				
Mexico	144,977				
Nicaragua	283				
Panama	245				
Honduras	198				
Costa Rica	1,839				
Japan	125		148,648		
Colored					
Printed					
Mexico	38,822				
Chile	11				

EXPORTS TO FOREIGN COUNTRIES

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Nicaragua	45		Honduras	71	
Honduras	1,624		England	14	
Costa Rica	46		Turkey in Asia.....	10,336	
Japan	17	40,565	Scotland	2,041	
Dyed in the Piece			Costa Rica	184	
Mexico	54,978		Salvador	1,085	
Philippine Is.	6,297		Peru	450	
Honduras	206		Hongkong	312	
Japan	1,137		Germany	475	
Costa Rica	155		Panama	198	41,597
Russia	40		DENTAL GOODS (n o. s.)		
Nicaragua	145	62,958	Peru	20	20
Laces and Embroideries			EARTHEN, STONE AND CHINAWARE		
Mexico	4,375		Brick (Building)		
Japan	123	4,498	Canada	323	323
Mill Waste			Chinaware		
Mexico	368		Mexico	198	
Chile	14	382	England	150	
Rags			Panama	14	
Mexico	147		Canada	25	
Japan	132	336	Nicaragua	28	
Chile	57		Salvador	42	
Thread, Sewing Crochet			New Zealand.....	284	
Mexico	11,258		Guatemala	35	776
Honduras	14		Earthen and Stoneware		
Colombia	23		Costa Rica	240	
Japan	70	11,365	Nicaragua	128	
Wearing Apparel			Mexico	1,692	
Collars and Cuffs			Siam	20	
Mexico	252		Salvador	48	
Japan	100	352	Japan	3,150	5,278
Corsets			Sanitary Earthenware (Closet Bowls)		
Mexico	214	214	Canada	16,875	
Knit Goods			Mexico	419	
Hosiery			Peru	36	17,330
Salvador	300		Tiles (except drain)		
Mexico	12,091		Salvador	91	
Philippine Is.	277		Peru	160	251
Nicaragua	272		All Other		
Japan	368		Ecuador	20	
Panama	195		Canada	95	
Costa Rica	842		Mexico	114	
Hongkong	342		Costa Rica	103	332
Honduras	113	14,800	ELECTRICAL MACHINERY AND APPLIANCES (Except Locomotives)		
Underwear			Batteries		
Salvador	12		Mexico	1,322	
Mexico	501		Australia	60	
Nicaragua	104		Honduras	39	
Australia	90		Japan	47	
Peru	350		Argentina	507	
Canada	340		Uruguay	450	2,425
Japan	435		Carbons		
Honduras	75	1,907	Germany	3,000	3,000
All Other Wearing Apparel			Dynamos		
For Men			Mexico	1,337	
Guatemala	411		Japan	320	1,657
Salvador	1,149		Fans		
Mexico	2,649		Mexico	30	30
Nicaragua	246		Heating Appliances		
Canada	110		Mexico	166	
Peru	11,435		Philippine Is.	40	
Japan	1,615		Peru	191	397
Colombia	80		Insulated Wire and Cables		
Germany	333		Mexico	105	105
Panama	839		Interior Wiring Supplies		
Philippine Is.	1,135		Mexico	755	755
Costa Rica	274		Lamps (Metal Filament)		
Russia	27	20,303	Nicaragua	32	
For Women			Mexico	679	711
Germany	1,599		Magnetos		
Nicaragua	81		Guatemala	16	
Mexico	10		Philippine Is.	335	
Russia Asia	20		Mexico	40	391
Honduras	27		Motors		
Austria	200		Canada	35	
Czecho-Slovakia ..	200		Mexico	399	
Japan	100	2,237	Philippine Is.	241	
Yarn			Japan	136	
Mexico	5	5	New Zealand.....	38	849
All Other Manufactures of			Switches		
Mexico	19,972		New Zealand.....	2,120	
Chile	146		Mexico	679	
Philippine Is.	27		Australia	109	2,908
Colombia	3,906				
Japan	1,844				
China	450				
Cuba	35				
Nicaragua	51				

Transformers			England	48	
New Zealand.....	150		Scotland	66	
Mexico	65	215	Salvador	734	
All Other			Peru	426	
Guatemala	81		Guatemala	13	
Salvador	70		British India	164	
Mexico	1,248		Dutch E. Indies	13,670	
Siam	16		Japan	142	
New Zealand.....	721		Germany	3,000	
Chile	1,144		Turkey Asia	203	
Colombia	103		Honduras	301	
Argentina	494		Netherlands	924	
Japan	3,480		Hongkong	1,920	
England	1,600		France	61,303	
Sts. Settlements..	230		Philippine Is.	9,910	114,150
Honduras	61		Shellfish (Oysters)		
Switzerland	57		Nicaragua	143	
Canada	30	9,335	Mexico	123	
EXPLOSIVES			Guatemala	107	
Cartridges, Loaded			Salvador	60	433
Honduras	27	27	All Other Shellfish		
Dynamite			Costa Rica	38	
Mexico	350	350	Nicaragua	93	
Fuses			Mexico	99	
Mexico	75	75	Guatemala	83	313
Shells, Projectiles, Loaded			All Other Fish and Fish Products		
Honduras	30	30	Honduras	24	
All Other			Hongkong	750	
Mexico	23	23	Guatemala	46	
FEATHERS (n. o. s.)			Costa Rica	48	
Germany	92		Mexico	30	898
Mexico	391	483	FLAVORING EXTRACT		
FIBERS, Vegetables, Manufactures of			Nicaragua	25	
Bags			Mexico	1,130	
Mexico	35	35	Philippine Is.	644	
Cordage			Salvador	202	
Mexico	161	161	Panama	32	
Twine			Honduras	76	
Nicaragua	21		Belgium	192	
Honduras	10		Germany	12	
Mexico	342		Coshta Rica	42	2,355
Salvador	34	407	FLY PAPER		
All Other Manufactures of			Nicaragua	10	
Japan	310		Argentine	396	
Mexico	3,482		Philippine Is.	28	
Honduras	48		Mexico	67	501
Nicaragua	26		FRUITS AND NUTS		
Canada	59		Apples, Dried		
Ecuador	65		Mexico	221	
Cuba	28		Argentine	99	
Salvador	344	4,262	Honduras	12	
FIRE EXTINGUISHERS (n. o. s.)			Costa Rica	42	2,355
Mexico	39		Apples, Green		
Salvador	36	75	Costa Rica	73	
FISH			Nicaragua	131	
Cod, Haddock, etc.			Mexico	806	
Nicaragua	196		Salvador	299	
Mexico	161		Guatemala	143	1,452
Costa Rica	124		Apricots, Dried		
Honduras	10		Mexico	213	
Guatemala	10	501	Argentine	428	
Herring			Honduras	25	
Costa Rica	12		Costa Rica	80	
Nicaragua	12	24	Germany	376	1,122
All Other Dried			Lemons		
Mexico	342	342	Canada	38,996	
Salmon (Canned)			England	600	39,596
Costa Rica	1,163		Oranges		
Nicaragua	121		Canada	59,817	
Mexico	2,592		Colombia	190	
Argentina	625		Netherlands	13,255	
Honduras	201		England	66,556	139,818
Salvador	162	4,864	Peaches, Dried		
All Other			Mexico	258	
Nicaragua	11	11	Argentine	456	
Canned Fish (Except Salmon and Shellfish)			Costa Rica	32	746
Canada	2,941		Prunes, Dried		
Costa Rica	1,339		Costa Rica	80	
Nicaragua	1,760		Nicaragua	405	
Mexico	7,305		Salvador	402	
Chile	753		Mexico	4,952	
Sts. Settlements..	6,316		Argentine	510	
Philippine Is. ..	322		Chile	10	
Egypt	590		Honduras	34	
			Germany	6,435	
			Guatemala	183	13,011

Raisins and Other Dried Grapes					
Costa Rica	95			Germany	93
Nicaragua	988			Turkey Asia	15
Salvador	1,340			China	225
Mexico	8,054			Panama	3,160
Argentine	793			England	248
Belgium	50			Sweden	15
Honduras	26			British India	15
Germany	13			Guatemala	53
Guatemala	244	11,603		Colombia	27
				Ecquador	84
				Peru	73
				France	100
					7,618
All Other Fruits (Dried)				NUTS	
Nicaragua	47			Peanuts	
Mexico	1,034			Panama	43
Argentine	306			All Other	
China	12			Costa Rica	271
Canada	22			Guatemala	307
British India	20			Honduras	44
Costa Rica	82			Nicaragua	170
England	13	1,536		Mexico	466
				Salvador	364
				Germany	21,437
				Canada	7,517
				Netherlands	880
				Colombia	43
					31,499
All Other Fruits (Green)				FURNITURE, of Metal	
Nicaragua	162			Office Furniture	
Salvador	469			Mexico	156
Mexico	964			All Other	
Canada	5,667			Mexico	1,039
Honduras	120			Japan	191
Scotland	12			Chile	116
Guatemala	54			Colombia	40
England	15			British India	139
Netherlands	34	7,497		Peru	209
				Guatemala	116
					1,850
Preserved, Canned				FURS AND FUR SKINS	
Peaches				Dressed	
Nicaragua	131			Mexico	1,543
Mexico	413			Germany	14
Argentine	413				1,557
Brazil	62			GLASS AND GLASSWARE	
Netherlands	148			Bottles	
Honduras	203			Costa Rica	428
England	243,587			Guatemala	109
Salvador	70			Mexico	785
Scotland	16,701			Philippine Is.	39
Fr. East Indies..	684			Honduras	293
Guatemala	85			Panama	97
China	261			China	60
Turkey Asia	15			Nicaragua	19
Canada	200	262,973		New Zealand.....	25
					1,855
				Chemical Glassware	
				Guatemala	11
				Mexico	248
				Honduras	125
					384
				Common Window Glass	
				Mexico	1,580
					1,580
				Plate Glass, Unsilvered	
				Colombia	203
				Mexico	41
					244
				All Other Glass	
				Costa Rica	57
				Mexico	7,297
				Japan	185
				Egypt	62
				Philippine Is.	13
				Salvador	31
				Nicaragua	173
				Honduras	130
				Guatemala	20
				Peru	167
				Canada	27
				Hongkong	280
					8,442
				GLUCOSE AND GRAPESUGAR	
				Glucose	
				Costa Rica	258
				Mexico	332
					590
				GLUE	
				Animal	
				Mexico	129
					129
				GOLD AND SILVER,	
				Mfrs. of, Including Jewelry	
				Gold and Silver, Mfrs. of	
				Mexico	57
					57
				Jewelry	
				Mexico	63
					63
All Other Preserved Fruits					
Costa Rica	13				
Honduras	158				
Nicaragua	342				
Mexico	1,538				
Canada	577				
Salvador	175				
Japan	707				
		291,712			

GREASE					
Lubricating					
Nicaragua	50				
Mexico	361				
Honduras	14				
Colombia	559	984			
Soap Stock					
Mexico	8,425				
Colombia	1,137	9,562			
HATS, and Materials For					
For Men and Boys					
Felt					
Mexico	5,124	5,124			
All Other					
Mexico	50	50			
For Women and Children					
Trimmed					
Mexico	411	411			
HAY					
Mexico	41	41			
HIDES AND SKINS (n. o. s.)					
Mexico	2,500	2,500			
HONEY					
Netherlands	67				
England	6,130				
Norway	180	6,377			
HOUSEHOLD AND PERSONAL EFFECTS					
England	46,334				
Ireland	125				
Canada	12,164				
Mexico	5,209				
British India	695				
Japan	4,726				
Germany	3,475				
Netherlands	7,200				
Guatemala	485				
Panama	310				
Chile	100				
Korea	1,000				
Bolivia	1,118				
Finland	500				
China	4,305				
Czecho-Slovakia	300				
Philippine Is.	300				
Turkey Asia	100				
Jamaica	200				
Sweden	100				
Peru	1,161				
Nicaragua	200				
Salvador	195				
Norway	20				
Costa Rica	150	90,472			
INDIA RUBBER, Mfrs. of					
Scrap					
Japan	4,214				
Mexico	1,120	5,334			
Belting					
Mexico	2,582				
Colombia	6,270				
Ecuador	391				
Australia	79				
Guatemala	55	9,377			
Hose					
Mexico	201				
Canada	135	336			
Packing					
Mexico	283	283			
Boots and Shoes					
Boots					
Mexico	25				
Japan	368	393			
Shoes					
Mexico	5,378				
Japan	4,363				
New Zealand	50	9,791			
Druggist Rubber Sundries					
Guatemala	19				
Mexico	548				
Honduras	50				
Philippine Is.	298				
Salvador	12	927			
Tires					
Casings for Automobiles					
Salvador	480				
Philippine Is.	396				
Honduras	316				
Mexico	3,390	5,582			
Inner Tubes					
Salvador	120				
Mexico	1,298				
Honduras	84				
Peru	68	1,570			
Solid Tires					
Salvador	4,697				
Mexico	3,510				
Peru	774				
British Indies	127				
Honduras	2,093				
Panama	283				
Japan	299				
Colombia	265	12,048			
Heels					
Peru	19				
Mexico	121	140			
Other Manufactures of					
Costa Rica	26				
Guatemala	141				
Salvador	99				
Mexico	2,714				
Australia	28				
Philippine Is.	594				
Honduras	90				
Hongkong	243				
Japan	119	4,054			
INK					
Printers					
Canada	272				
Philippine Is.	483				
Nicaragua	25	780			
All Other					
Nicaragua	18				
Mexico	187				
Salvador	31				
Honduras	10	246			
INSTRUMENTS FOR SCIENTIFIC PURPOSES					
Medical					
Guatemala	13				
New Zealand	150				
Honduras	71				
Mexico	28	262			
All Other					
Japan	122				
Mexico	20				
Canada	150	292			
IRON AND STEEL					
Scrap and Old Iron					
Mexico	37	37			
Bars of Steel					
Panama	905				
Colombia	1,557				
Hongkong	5,606				
Japan	104,709				
Siam	8,242				
Philippine Is.	19,328				
Mexico	1,167				
Canada	23				
Chile	1,028	142,560			
Bolts					
Mexico	1,872	1,872			
Castings					
Mexico	211				
Philippine Is.	1,980				
Argentina	700				
Canada	171				
England	397				
Japan	2,250	5,709			
Cutlery					
Safety Razors					
Guatemala	126				
Philippine Is.	153				
Mexico	138	417			
Table					
Honduras	12				
Mexico	108	120			
Other Razors					
Salvador	31				
Mexico	91	122			
Other Cutlery					
Guatemala	48				
Mexico	664				
Hongkong	91				
Honduras	101				

Wrought				All Other Mfrs. of Iron and Steel			
Canada	479			Canada	457		
Mexico	37,167			Nicaragua	32		
Ecuador	8,601			Mexico	16,312		
Costa Rica	100			Chile	26,881		
Chile	53	46,400		Sts. Settlements..	240		
Safes				British India	184		
Mexico	1,370	1,370		Philippine Is.	18		
Scales and Balances				Salvador	298		
Mexico	492			China	21,203		
Guatemala	15	507		Japan	847		
Galvanized Sheets and Plates				Peru	441		
Mexico	2,175			Costa Rica	261		
Colombia	54	2,229		Ecuador	20		
Iron Sheets				Australia	101		
Mexico	78	78		Honduras	207		
Steel Plates				Hongkong	300		
Philippine Is.	99			England	100		
Mexico	1,547	1,646		New Zealand.....	12		
Ship and Tank Plates				Germany	20		
Mexico	12	12		Colombia	221		
Stoves				Trinidad	2,850	71,005	
Mexico	786			LAMPS, Chandeliers, and All Illuminating Devices (Except Electric)			
Salvador	96			Gas Lighting Appliances			
Guatemala	80			Mexico	50	50	
Panama	67	1,029		All Other			
Structural Iron and Steel				Mexico	235		
Japan	7,851	7,851		Japan	15		
Tin Plates and Mfrs. of Tin Plates				Philippine Is.	54		
Japan	559	559		Salvador	70		
Tinware				England	185	559	
Salvador	70	70		LEAD (Manufactures of)			
All Other				Mexico	422		
Mexico	427	427		Chile	35	457	
Tools				LEATHER			
Axes				Belting			
Mexico	864	864		Mexico	37	37	
Augers				Patent			
Mexico	77	77		Mexico	107	107	
Files				Upper—Goat and Kid			
Mexico	262			Mexico	288	288	
China	15	277		Upper—Grain and Splits			
Hammers				Mexico	91	91	
Mexico	44	44		Upper—All Other Leather			
Saws				Mexico	15,020		
Mexico	41			Japan	60	15,080	
Honduras	48	89		Manufactures of Boots and Shoes			
Shovels				Children's			
Colombia	20			Mexico	696		
Mexico	248	268		Nicaragua	18		
All Other				New Zealand.....	106		
Costa Rica	15			Japan	10		
Mexico	5,714			Germany	10	840	
British India	84,253			Men's			
Salvador	25			Mexico	5,531		
Japan	455			Nicaragua	12		
Ecuador	1,099			New Zealand.....	388		
Canada	289			Germany	58		
Turkey Asia	50			Japan	3,750		
Germany	150			Canada	1,491		
Colombia	122			Salvador	14		
England	70			Colombia	15	11,259	
Korea	968			Women's			
Guatemala	32			Mexico	1,427		
Panama	50	93,292		Nicaragua	32		
Wire (Barbed)				New Zealand.....	136		
Mexico	79			Germany	50	1,645	
Colombia	122	201		Harness and Saddles			
All Other Wire				Mexico	836		
Philippine Is.	72,163			Guatemala	368		
Mexico	1,077	73,240		England	190		
Wire Rope				Panama	20		
Mexico	1,408			Colombia	48	1,462	
Canada	285			All Other			
Chile	18	1,711		Salvador	273		
Woven Wire Fencing				Mexico	5,643		
Colombia	165	165		Canada	25		
Other Mfrs. of Wire				New Zealand.....	681		
Mexico	595			Turkey Asia	2,336		
Philippine Is.	35,235						
Japan	229						
China	20						
Guatemala	30	36,109					

Guatemala	15				
Hongkong	570				
Japan	50	9,593			
LIME					
Peru	1,508	1,508			
MATCHES					
Nicaragua	578				
Mexico	1,017				
Guatemala	58	1,653			
MEAT AND DAIRY PRODUCTS					
Meat and Beef Products					
Canned					
Costa Rica	144				
Nicaragua	162				
Mexico	1,283				
Salvador	19				
Guatemala	45				
Honduras	73	1,726			
Pickled					
Mexico	93				
Philippine Is.	60				
England	1,810				
Germany	5,335	7,298			
Oleo Oil					
Germany	4,623	4,623			
Tallow					
Mexico	1,667				
Colombia	1,955				
Netherlands	1,500	5,122			
Hog Products					
Bacon					
Honduras	10				
Mexico	688				
Guatemala	22				
Nicaragua	16	736			
Ham and Shoulders, Cured					
Costa Rica	114				
Honduras	278				
Nicaragua	608				
Mexico	777				
Guatemala	150	1,927			
Lard					
Guatemala	179				
Mexico	15,707				
Germany	37,607	53,493			
Pork, Canned					
Honduras	358				
Nicaragua	104				
Salvador	155				
Mexico	646				
Costa Rica	18	1,281			
Pork, Pickled					
Mexico	91	113			
Honduras	22				
Lard Compounds and Other Substitutes for Lard					
Costa Rica	118				
Mexico	7,046				
Canada	72	7,236			
Poultry and Game					
Mexico	15				
Peru	85				
Guatemala	25	125			
Sausage (Canned)					
Nicaragua	183				
Mexico	270				
Philippine Is.	20	473			
Sausage (All Other)					
Mexico	64	64			
Sausage Casings					
Germany	4,151	4,151			
Stearin From Animal Fats					
Mexico	314	314			
All Other Meat Products					
Canned					
Nicaragua	57				
Mexico	612				
Philippine Is.	32				
England	12,755				
Costa Rica	32				
Canada	166	13,654			
All Other					
Nicaragua	48				
Mexico	111				
Guatemala	72				
Germany	5,289	5,520			
Dairy Products					
Milk (Condensed)					
Costa Rica	134				
Guatemala	48				
Honduras	145				
Nicaragua	36				
Mexico	1,450				
Germany	20				
Japan	15	1,848			
Milk (Evaporated)					
Mexico	2,268				
Guatemala	12				
Turkey Asia	65				
Nicaragua	10				
Costa Rica	26				
Honduras	148	2,529			
Powdered Milk (Powdered)					
Mexico	12	12			
Other Milk					
Mexico	11				
Costa Rica	32	43			
Butter					
Honduras	874				
Nicaragua	154				
Salvador	34				
Mexico	3,760				
Guatemala	35	4,857			
Cheese					
Nicaragua	63				
Canada	638				
Guatemala	78				
Salvador	65				
Mexico	244				
Honduras	39				
Costa Rica	75	1,202			
METALS, Metal Composition					
Babbitt Metal					
Mexico	65	65			
Bronze, Manufactures of					
Mexico	90	90			
All Other Metals and Manufactures of					
Costa Rica	441				
Nicaragua	179				
Mexico	4,365				
Philippine Is.	75				
Honduras	534				
Panama	352				
Canada	75				
China	20				
Salvador	15				
Colombia	19				
Japan	74				
New Zealand	29	6,178			
MUSICAL INSTRUMENTS					
Organs					
Peru	50				
Salvador	48				
Guatemala	59	157			
Player Pianos					
Colombia	890	890			
Other Pianos					
Mexico	1,100				
Japan	350				
England	250				
Peru	500				
Salvador	125				
Netherlands	300				
Chile	150	2,775			
Piano Players					
Mexico	362	362			
All Other Musical Instruments					
Mexico	330				
Honduras	17				
England	100				
Japan	36	483			
NAVAL STORES					
Rosin					
Colombia	2,514	2,514			
Turpentine, Spirits of					
Mexico	425				
Panama	22				
Nicaragua	318				
Costa Rica	11				
Chile	45	821			

NICKEL			Colombia	6,620	
Manufactures of			Japan	23,362	
Mexico	492		New Zealand.....	915,989	
Honduras	28		Nicaragua	445	
Salvador	109		Mexico	944	
Peru	172	801	Australia	17,868	976,590
NOTIONS			Other Napthas		
Mexico	1,248		Honduras	361	
Chile	50		New Zealand.....	265	626
Australia	60		Vegetable—		
Philippine Is.	12		Cocoa Butter Oil		
Germany	30		Panama	60	60
Costa Rica	36		Cottonseed Oil		
Honduras	11		Honduras	368	
Japan	2,616	4,063	Nicaragua	482	
NURSERY STOCK			Panama	45	
Nicaragua	18		Mexico	3,154	
Mexico	146		Guatemala	25	
Canada	3,141		Bolivia	31	
Honduras	39		Salvador	80	
Philippine Is.	35		Costa Rica	157	
Colombia	52		Denmark	709	
Salvador	16		Norway	706	
Guatemala	10	3,457	Philippine Is.	1,980	7,737
OAKUM			Linseed or Flaxseed		
Mexico	88	88	Mexico	373	
OIL CAKE AND			Honduras	66	
OIL CAKE MEAL			Ecuador	26	
Cottonseed—Cake			Panama	69	
England	13,365		Costa Rica	14	
Denmark	137,845	151,210	Nicaragua	110	
Cottonseed—Meal			Chile	123	781
England	151,719		Cocoanut Oil		
Canada	3,030		Mexico	1,651	
Germany	20,214	174,963	Panama	30	1,681
OIL CLOTH			Other Vegetable Oils		
AND LINOLEUM (n. o. s.)			Costa Rica	250	
Mexico	2,106		Nicaragua	1,024	
Canada	236,000	238,106	Panama	67	
OILS			Mexico	3,055	
Animal			Guatemala	251	
Fish			Japan	100	
Canada	53	53	Salvador	483	
Mineral			Honduras	301	
Gas and Fuel Oil			England	725	
Canada	336,500		Peru	13	
Honduras	2,576		Germany	119	
Mexico	48,371		Colombia	313	
Chile	947,840		Ecuador	603	7,304
Hongkong	181,330		Volatile or Essential		
Philippine Is.	435,000		Mexico	11	11
China	252,263		PAINTS, Colors and Varnishes		
Japan	67,862	2,271,742	Dry Colors (Varnishes)		
Illuminating Oil			Mexico	27	27
Salvador	8,736		All Other Dry Colors		
Hongkong	420,865		Mexico	826	
New Zealand	2,130		Canada	72	898
Nicaragua	9,285		Lead (Red)		
China	1,060,145		Mexico	102	
Honduras	2,058		Chile	11	113
Mexico	2,689		Lead (White)		
Costa Rica.....	155		Mexico	175	
Guatemala	1,002		Costa Rica	15	
Ecuador	1,425		Chile	26	216
Colombia	331		Ready Mixed Paints		
Japan	1,240,870		Mexico	715	
Philippine Is.....	9,000	3,224,156	Colombia	77	792
Lubricating—Paraffin			Varnish		
Ecuador	27	27	Mexico	240	
Lubricating—All Other			Bolivia	28	
Honduras	251		Salvador	156	
Nicaragua	54		Panama	40	
Panama	539		Peru	42	
Mexico	4,860		Honduras	15	521
Costa Rica	192		Zinc, Oxide of		
Ecuador	542		Guatemala	21	
Chile	72,000		Mexico	1,083	
Japan	34,110		Nicaragua	266	
Philippine Is.	505	113,137	Panama	100	
Napthas and Light Products			Salvador	88	
of Distillation			Honduras	49	
Gasoline			China	16	1,623
Costa Rica	3,485		All Other Paints		
Honduras	3,154		Canada	443	
Salvador	4,723		Australia	214	
			Mexico	534	

Panama	26		All Other		
Nicaragua	40		Nicaragua	275	
Salvador	53		Mexico	4,505	
Chile	73	1,383	Sts. Settlements..	100	
PAPER STOCK			Japan	3,468	
Hongkong	18,340	18,340	Australia	211	
PAPER			Guatemala	270	
Bags			Costa Rica	46	
Costa Rica	1,159		Honduras	183	
Nicaragua	21		Salvador	73	
Mexico	2,279	3,459	China	60	
Books			Canada	380	
Nicaragua	1,168		Peru	151	
Mexico	7,469		England	1,500	
Hongkong	51,601		New Zealand.....	894	12,116
Japan	995		PARAFFIN		
England	5,100		Refined		
Canada	937		Mexico	3,004	3,004
Salvador	1,006		PENCILS		
Sts. Settlements..	528		Mexico	414	
Dutch E. Indies	2,753		Salvador	21	
Manchuria	50		Japan	774	1,209
China	4,412		PENHOLDERS		
Bolivia	25		Mexico	33	33
Honduras	48		PERFUMERIES		
Panama	48		Costa Rica	44	
Philippine Is.	675		Guatemala	930	
India	50		Honduras	2,315	
Russia Asia	100		Nicaragua	10	
Peru	170		Mexico	2,467	
Bermuda	163		Hongkong	277	
Norway	150		Philippine Is.	2,427	
Guatemala	53	77,478	Panama	172	
Boxes and Cartons			Salvador	116	
Costa Rica	15		China	377	
Bolivia	10		Japan	853	
Chile	20		Peru	30	10,018
Peru	10		PHONOGRAPHS		
Hongkong	47		Mexico	668	
Nicaragua	18		Chile	400	
Mexico	3,820		Germany	15	
Salvador	10	3,950	Scotland	250	
Carbon Paper			Canada	150	
Mexico	168	168	Peru	70	
Paper Board			Japan	104	
Salvador	360		New Zealand.....	640	2,297
Mexico	470		Records		
Honduras	35	865	Mexico	63	
Playing Cards			Japan	21	84
Honduras	94	94	PHOTOGRAPHIC GOODS		
Printing Paper (Newsprint)			Cameras		
Honduras	1,723		Japan	1,300	1,300
Mexico	1,357		Motion Picture Films,		
Nicaragua	576	3,656	Exposed		
Printing Paper (All Oother)			Japan	36,441	36,441
Mexico	23	23	Other Photo Parts		
Tissue Paper			England	525	525
Costa Rica	58		Other Photo Goods		
Nicaragua	28		Mexico	12	12
Salvador	47		PLATEWARE		
Mexico	286		Silver Platedware		
Peru	323		Mexico	26	26
Canada	72		PLUMBAGO		
Guatemala	103		Manufactures		
Honduras	35	952	Mexico	163	163
Towels			QUICKSILVER		
Honduras	18	18	Panama	21	
Wax Paper			Mexico	167	
Nicaragua	46		Philippine Is.	55	
Mexico	114		Colombia	55	298
Guatemala	88	248	REFRIGERATORS		
Wrapping Paper			Mexico	146	
Mexico	1,182		Salvador	68	214
Guatemala	17		ROOFING FELT		
Salvador	150	1,349	East Indies	1,050	
Typewriting Paper			Hongkong	488	
Salvador	160		Japan	1,140	
Mexico	1,979		Mexico	24	
Nicaragua	364		Colombia	32	
Honduras	485		Panama	44	
Panama	36		China	101	2,879
Costa Rica	43		SALT		
Japan	559		Nicaragua	11	
England	50	3,676	Mexico	342	
			Colombia	10	363

SEEDS

Flaxseed or Linseed		
Panama	15	
Mexico	10	25
Grass (Clover)		
Bolivia	15	
Colombia	20	35
Grass (Timothy)		
Bolivia	10	
Colombia	55	65
Grass (All Other)		
Colombia	52	
Mexico	97	
Costa Rica	206	355
All Other Seeds		
Nicaragua	159	
Mexico	1,308	
England	14,109	
Guatemala	171	
Australia	176	
Bolivia	44	
Costa Rica	51	
Honduras	55	
Salvador	39	
Canada	679	
Panama	10	
Colombia	25	
Denmark	762	
Netherlands	701	18,289
SHOE FINDINGS		
Mexico	53	53
SILK, Manufactures of		
Dress Goods		
Mexico	12,259	
Japan	4,615	
Costa Rica	77	
Peru	79	17,030
Wearing Apparel		
Salvador	90	
Mexico	1,508	
Japan	40	
Philippine Is.	887	
Honduras	101	
Canada	75	2,701
All Other Manufactures of		
Mexico	12,273	
Nicaragua	32	
Panama	20	
Japan	1,019	
Honduras	73	13,417
SILK, Artificial		
Hosiery		
Mexico	4,107	
Costa Rica	102	4,209
All Other		
Mexico	1,352	1,352
SOAP		
Toilet or Fancy		
Guatemala	102	
Nicaragua	138	
Salvador	75	
Mexico	2,439	
Philippine Is.	691	
Honduras	575	
Japan	15	
England	930	
Panama	39	
China	120	
Costa Rica	18	5,142
All Other		
Nicaragua	400	
Mexico	35,246	
Japan	3	
Philippine Is.	40	
Salvador	317	
Honduras	57	
Turkey Asia	79	
Costa Rica	12	36,154
SPICES		
Costa Rica	125	
Guatemala	32	
Honduras	434	
Nicaragua	683	
Salvador	823	
Mexico	2,546	
Panama	30	4,673

SPIRITS, Wines, Liquors

Other Beverages		
Guatemala	41	
Mexico	529	
Honduras	130	
Salvador	14	714
SPONGES		
Mexico	57	
Guatemala	40	97
STARCH		
Cornstarch		
Costa Rica	256	
Nicaragua	14	
Mexico	642	912
Other Starch		
Mexico	2,111	2,111
STONE (Including Marble)		
Manufactures of		
Grindstones		
Mexico	13	13
Other Manufactures of		
Mexico	72	72
STRAW		
Manufactures of		
Nicaragua	35	
Mexico	496	531
SUGAR AND MOLASSES		
Syrup		
Mexico	233	
Canada	35	268
Sugar, Refined		
Costa Rica	39	
Mexico	821	
Germany	14	874
SURGICAL APPLIANCES		
Guatemala	80	
Salvador	139	
Mexico	2,855	
Nicaragua	26	
Philippine Is.	13	
Honduras	131	
Panama	10	
Japan	100	3,254
SUSPENDERS AND GARTERS		
Suspenders		
Mexico	1,540	
Japan	97	
Hongkong	27	1,664
TOBACCO		
Unmanufactured		
Leaf		
Canada	599	599
Manufactures of		
Smoking		
Mexico	140	140
All Other		
Germany	15	15
TOYS		
Mechanical Toys		
Mexico	597	597
All Other		
Japan	250	
Sts. Settlements..	130	
Mexico	682	
Honduras	22	1,084
TRUNKS		
Costa Rica	10	
Mexico	441	
Hongkong	236	
Canada	1,629	
Peru	121	2,437
TYPE		
Salvador	12	12
TYPEWRITER RIBBONS		
Mexico	72	72
UMBRELLAS		
Philippine Is.	47	
Mexico	13	
Honduras	27	87
VEGETABLES		
Beans		
Costa Rica	390	
Nicaragua	30	
Guatemala	66	
Mexico	780	

EXPORTS TO FOREIGN COUNTRIES

35

Turkey Asia	33,773	
Cuba	12,935	
Panama	800	48,774
Onions		
Nicaragua	12	
Mexico	369	381
Peas, Dried		
Costa Rica	319	
Mexico	188	507
Pickles		
Costa Rica	183	
Honduras	508	
Nicaragua	611	
Salvador	394	
Mexico	1,654	
Guatemala	264	
Canada	286	
Turkey Asia	136	4,036
POTATOES		
Mexico	454	454
VEGETABLES, Canned		
Corn		
Mexico	530	530
Soups		
Mexico	312	
Canada	144	456
Tomatoes		
Nicaragua	15	
Philippine Is.	1,660	
Mexico	503	
Costa Rica	10	2,188
All Other Canned Vegetables		
Costa Rica	211	
Nicaragua	304	
Salvador	175	
Mexico	2,650	
Argentine	120	
Guatemala	164	
Japan	50	
Canada	1,302	
Honduras	232	
China	19	
Germany	85	5,312
All Other Vegetables		
Nicaragua	10	
Mexico	962	
Canada	193	
Costa Rica	156	
Salvador	23	
Peru	17	1,361
VINEGAR		
Nicaragua	12	
Costa Rica	57	
Mexico	597	
Salvador	18	684
WAX		
Beeswax		
Canada	409	
Mexico	436	845
Manufactures of		
Mexico	33	
Canada	56	89
WOOD		
Timber (Sawed)		
Pitch Pine		
Mexico	67	67
Lumber (Boards, Planks and Scantlings)		
Oak		
Peru	270	270
White Pine		
Mexico	408	408
Yellow Pine (Shortleaf)		
Mexico	137	137
Pine (All Other)		
Mexico	19,128	19,128
Redwood		
Mexico	1,480	1,480
Spruce		
Ecuador	178	178
All Other		
Mexico	176	176

All Other Lumber		
Mexico	5,376	
Ecuador	20	
Nicaragua	38	
Japan	192	
Peru	398	6,024
Boat Oars		
Mexico	102	102
Doors and Sash		
Mexico	351	351
FURNITURE (Not Metal)		
Chairs		
Mexico	647	
Colombia	80	
Canada	14	
Peru	212	
France	38	
Japan	235	1,226
Office and Store Furniture		
Japan	20	
Mexico	2,109	
Philippine Is.	560	
Peru	86	
Panama	513	3,288
Other Furniture		
Mexico	2,953	
Honduras	39	
Colombia	15	
Japan	1,086	
Peru	854	
New Zealand.....	35	
Guatemala	56	5,038
Handles, Implements and Tools		
Tool Handles		
Costa Rica	45	
Nicaragua	24	
Mexico	188	
Colombia	13	270
Hogsheads and Barrels, Empty		
Barrels, Empty		
Sts. Settlements..	3,515	
Mexico	100	3,615
Shooks		
Box		
Mexico	1,552	1,552
Trimmings, Moldings, etc.		
Trimmings		
Canada	6,870	6,870
All Other Mfrs. of Wood		
Costa Rica	314	
Nicaragua	48	
Mexico	40,405	
Hongkong	321	
England	1,000	
Australia	258	
Salvador	26	
Honduras	89	
Panama	100	
Guatemala	308	
Canada	75	
Peru	76	
Colombia	10	
Japan	30	43,060
WOOL		
Manufactures of		
Blankets		
Chile	35	
Mexico	474	
Germany	40	
Costa Rica	101	650
Dress Goods		
Mexico	2,565	
Japan	98	
Salvador	90	2,753
Wearing Apparel		
For Men		
Nicaragua	151	
Hongkong	20	
Salvador	255	
Japan	35	
Germany	36	
Mexico	1,539	
Costa Rica	15	2,051

THE PORT OF LOS ANGELES

For Women			Panama	523	
Hongkong	54		Mexico	12,739	
Mexico	514		Brazil	4	
Salvador	24	592	China	167	
Woolen Bags			Japan	184	
Japan	138	138	Australia	31	
All Other Mfrs. of			Philippine Is.	77	
Mexico	5,133		Germany	583	
Chile	5,322		Egypt	11	
China	1,865		Canada	161	
Australia	395		Hongkong	15	
Peru	1,964		England	84	
Philippine Is.	66		Netherlands	30	
Japan	855		Bolivia	27	
Colombia	120		Salvador	521	
New Zealand.....	413		Colombia	190	
Cuba	200		Poland	34	
Netherlands	5,786		Turkey Asia	4	
France	2,359		British India	32	
British India	255		Sweden	9	
Salvador	76		Norway	5	
Costa Rica	22		Russia Asia	6	
England	2,463		Peru	42	
Russia Asia	12		Denmark	10	
Panama	1,210		Chile	32	
Norway	2,131	30,647	French E. Indies ..	2	
ZINC			New Zealand.....	20	
All Manufactures of			Belgium	9	18,854
Costa Rica	120		OTHER ARTICLES		
Mexico	3,286	3,406	Mexico	1,087	
GENERAL MERCHANDISE			Japan	35	
(n o. s.)			Australia	29	
Costa Rica	459		Germany	12	
Guatemala	322		Honduras	236	
Honduras	1,250		Chile	142	1,541
Nicaragua	1,271		Grand Total	\$17,130,287	

Commerce Through Los Angeles Harbor

AN ECONOMIC SURVEY
OF A DOMINATING FACTOR IN
THE ECONOMIC LIFE OF THE
PACIFIC SOUTHWEST



Prepared by
The Research Department,
The First National Bank of Los Angeles,
Los Angeles Trust & Savings Bank,
First Securities Company,
In Cooperation With
The College of Commerce and Business Administration,
University of Southern California

INTRODUCTORY NOTES

The following economic survey of the commerce through Los Angeles Harbor is the result of six months' intensive study on the part of the Research Department of The First National Bank of Los Angeles, the Los Angeles Trust & Savings Bank and the First Securities Company, in cooperation with the College of Commerce and Business Administration of the University of Southern California.

It has been impossible to include all of the detailed data assembled in a report of this character. However, more specific information with regard to the movement of particular commodities or the trade with particular countries is available upon application to the Research Department of The First National Bank of Los Angeles, the Los Angeles Trust & Savings Bank and the First Securities Company, in cases where this information would assist in the further development of the commerce of the port.

While the basis analyses, from which the data incorporated herein, were drawn, were prepared in the offices of the Research Department, the actual work was done largely by the students of the College of Commerce and Business Administration of the University of Southern California, under the general supervision of the Research Department and Professors George J. Eberle and Clayton D. Carus of the University.

The direct and detailed supervision was in the hands of R. S. Parker, a student in the College of Commerce and Business Administration. Practically all of the statistical studies are the direct result of his efforts, and the major portion of the credit for the preparation of the first scientific analysis of the commerce through Los Angeles Harbor belongs to him.

Grateful acknowledgement is also hereby given to Dr. Rockwell D. Hunt, Director of the College of Commerce and Business Administration, whose approval of the inauguration of these cooperative studies made this report possible, and to the following students, from the Statistics, Economic Geography and Foreign Trade classes of the University of Southern California, who compiled most of the detailed information used as the basis for this report:

G. L. Barclay	B. Jackson	J. A. Pinnock
E. W. Blair	P. Miller	W. W. Rhodes
Miss L. M. Brown	L. C. Murrell	R. E. Rodenburg
G. M. Collins	J. A. Newton	Miss V. M. Smith
H. E. Hihn	W. Oudermeulen	Miss V. Thompson

It is anticipated that this will be the first of a series of economic surveys dealing with the economic life of the Pacific-Southwest, which will be prepared in the same manner as this survey.

E. H. TUCKER,
Director of Research,
The First National Bank of Los Angeles,
Los Angeles Trust & Savings Bank.
First Securities Company.

15th August, 1922

FOREWORD

The statistical analyses upon which the report of the commerce through Los Angeles Harbor is based have been prepared as a result of the necessity for accurate and reliable data with regard to the dominating factors in the economic life of the Pacific-Southwest. It is coming to be generally realized that the most efficient development of the commerce and utilization of the capital of a territory should be predicated upon reliable knowledge with regard to basic tendencies involved.

For this reason students of the College of Commerce and Business Administration of the University of Southern California have cooperated wholeheartedly with the Research Department of The First National Bank of Los Angeles and the Los Angeles Trust and Savings Bank in order to present to the people of the Pacific-Southwest the first detailed, analytical, statistical study of the commerce of Los Angeles Harbor.

The preparation of these analysis has required pioneering in unchartered fields, inasmuch as the only accurate material available consisted of a series of monthly reports of the Harbor Commission of the City of Los Angeles, which listed the commodities passing through the port in alphabetical order without any attempts to group or segregate them into classes of commodities.

In order to make these figures tell the story of the port it was necessary to analyze them in great detail, and then for the purpose of presenting the story, in as interesting a manner as possible, to graphically depict the main portions of the general story. It is realized that any attempt to incorporate the detailed statistical analyses, which are of interest to those concerned in any particular commodities or groups of commodities, would have lengthened the report and have made it tedious to the average reader. Therefore, these data have been kept for use in supplying special detailed information to those requiring it.

It is believed that the real value of this report will lie primarily in providing the people of the Pacific-Southwest with a picture of the genuine importance of their port today and of the tendencies involved in its commerce, which should aid materially in increasing the ocean borne commerce of the Pacific-Southwest and in providing an interest in the erection of still further port facilities.

R. S. PARKER,
College of Commerce and Business Administration,
University of Southern California.

COMMERCE THRU LOS ANGELES HARBOR

Introductory

With the unification and coordination of the economic activities of the Pacific-Southwest, including as it does that portion of California extending from Fresno south to the Mexican Border, the Imperial Valley in Mexico, Arizona, Nevada, Utah, and parts of Southern Idaho, Colorado, New Mexico and Texas, the importance of Los Angeles Harbor, "the front door of the Pacific-Southwest," to the productivity and prosperity of this great western empire is just commencing to be realized.

There have been three major phases in the history of the growth of this great, partially developed empire under American rule.

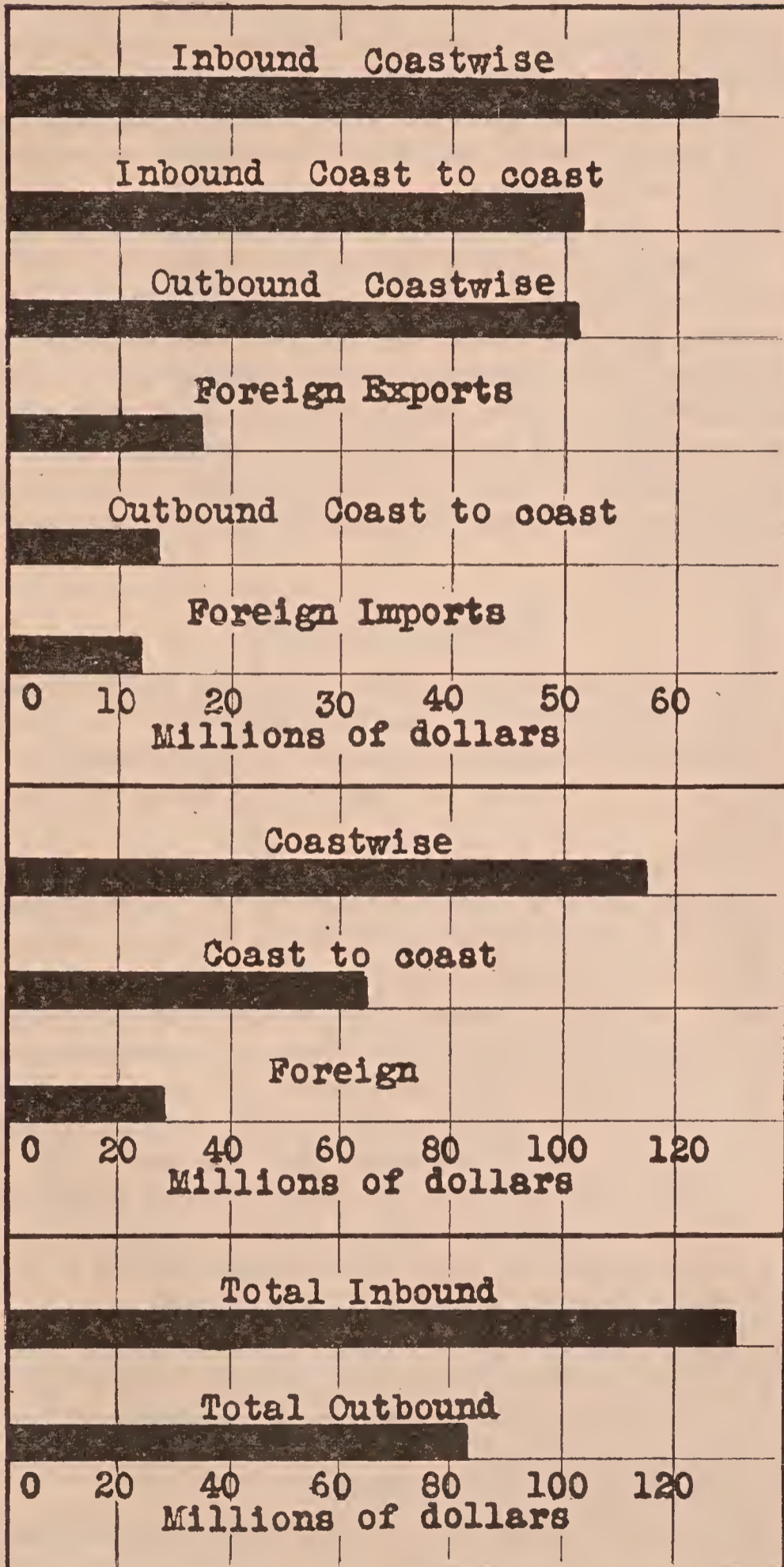
In the first two of these, the pioneer and agricultural periods, a harbor was, comparatively speaking, non-essential. The first, or pioneer period, extended from the date of American occupation almost to the beginning of the twentieth century. It was during this phase of its economic existence that Southern California gradually became known as a tourist center and the playground of the United States. This was highly important to the future economic progress of the Pacific-Southwest, for it acquainted the people of the United States with the economic possibilities of the Pacific-Southwest and started the importation of very important supplies of labor and capital for future economic development.

The second phase of expansion, which, as is always the case, coincided somewhat with the first period, was that of exploitation of natural resources. Huge reclamation and irrigation projects resulted in the development of important agricultural enterprises. The minerals of the territory, including its heavy supplies of petroleum, were gradually tapped until this section became a leading mineral producing portion of the United States. Today this territory is the richest agricultural district of the country, including in its borders the first two counties in point of production in the United States and eight out of the first fifty agricultural counties of the United States.

Unification of Pacific-Southwest

The World War marked the turning point in the second phase of the economic development of the Pacific-Southwest. It gradually became evident that if development was to continue to be almost exclusively in the form of exploitation of natural resources there would be only a comparatively slow growth in the future. As a result, serious study was given to the problem of the development of the Pacific-Southwest, with the consequence that this district has now entered upon the third phase of its economic development and during the past few years there have been gigantic strides made in the coordination and unification of its economic activities.

Commerce Thru L. A. Harbor
 GENERAL SUMMARY 1921
 By Major Groups



A most casual survey will establish clearly that the key to the future of the Pacific-Southwest lies in Los Angeles and Long Beach Harbors and the important strides which have been made by the harbor in recent years are largely the result of the changed economic status of this territory.

Geographically, the Pacific-Southwest centers into Los Angeles and Los Angeles Harbor. Its natural routes of travel, which have been strengthened by important systems of highways and by the lines of three important trans-continental railroads, are all constructed in such a manner that the commerce of this great western empire, if permitted to flow in its natural course, will move through the metropolitan area of Los Angeles, and its harbor.

The harbor is the gateway which opens new markets to the producers of this territory and it is natural to assume that with the harbor definitely established as the natural concentration point for the products moving into and out of this district, Los Angeles should become an industrial and commercial center, fabricating and distributing the raw materials produced in contiguous sections, in such a manner as to open new markets to the producers of raw materials, distributing the commodities purchased in return for the products of this western empire, and materially increasing the productivity and prosperity of the the Pacific-Southwest.

Harbor the Key

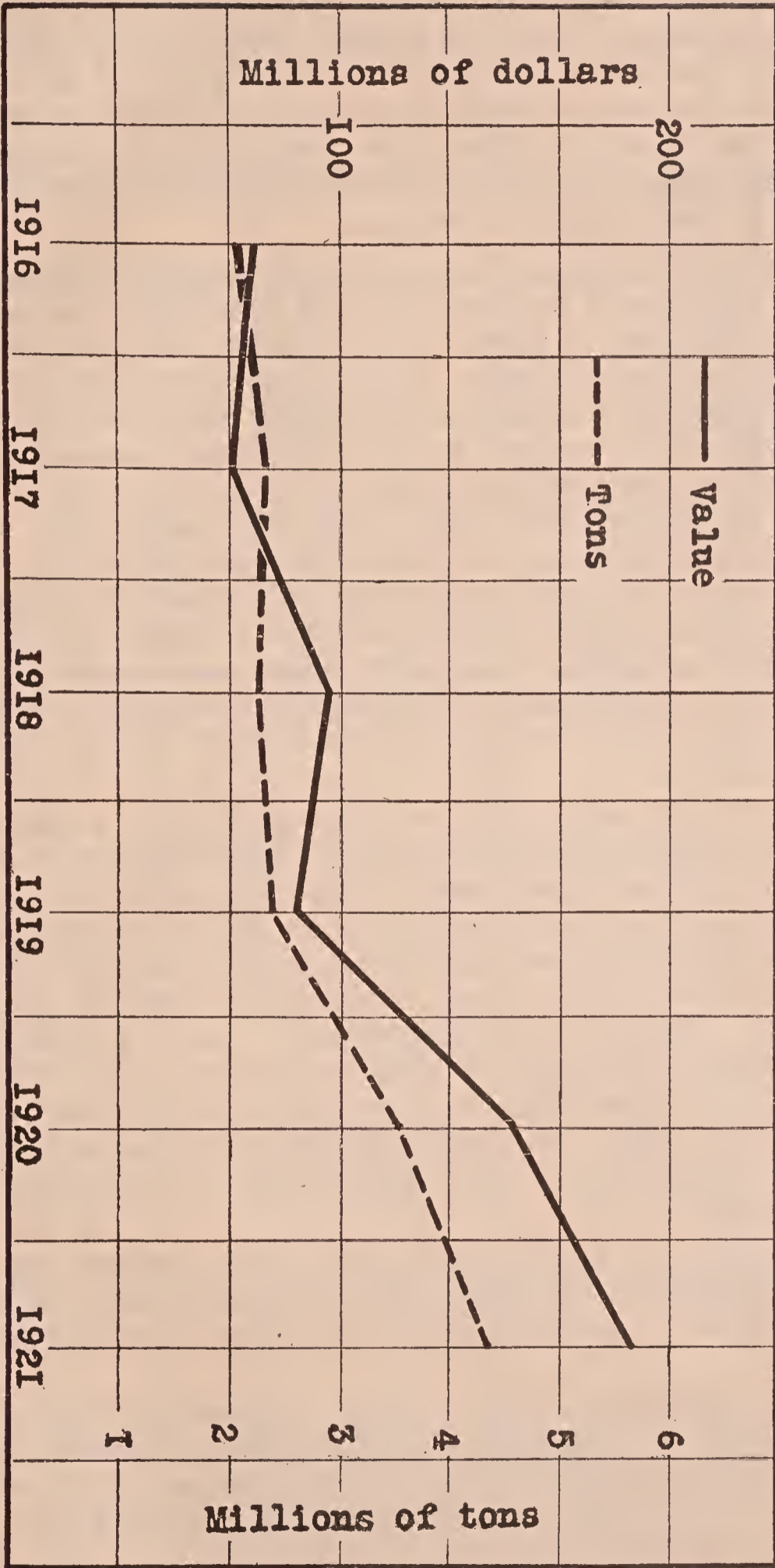
The reason why the harbor furnishes the key to the present phase of the economic development of the Pacific-Southwest is found in the fact that through the harbor and through the harbor alone the markets for the products of this district are being extended to the far quarters of the globe.

It is not generally realized that the harbor and the Panama Canal furnish the means whereby manufacturers in the metropolitan area of Los Angeles are entering the markets of the Atlantic seaboard of the United States in competition with manufacturers in eastern portions of the country. Already manufacturers in this territory have demonstrated as a practical fact that their costs of manufacturing and of transportation, because of the existence of Los Angeles Harbor and the Panama Canal, will permit them to lay their finished products down in New York City at a cost no greater than the cost to the manufacturer of the same article located two hundred miles inland from New York City. In other words, the harbor puts Los Angeles on a parity with Buffalo in entering the New York market and on a parity with Pittsburgh in entering the markets of Philadelphia.

It has become almost trite to speak of the Pacific as "the ocean of the future," and yet a discussion of the markets made available to the produce of the Pacific-Southwest through the existence of Los Angeles Harbor would not be complete without mention of Oriental markets and the growing commerce of the Pacific.

The Orient is just awakening to its economic possibilities and the teeming millions of Asia are calling for increasing amounts of the manufactured products of the United States and are looking to America

Annual Commerce Thru L. A. Harbor
By Fiscal Years 1916 - 1921



as a market for their raw materials. Los Angeles Harbor has an advantage over every other harbor on the Pacific Coast of the United States in entering the markets of the Orient. Vessels travel by the great circle route, because it is this route that permits the most economic sailing of ships. From the Panama Canal to the Orient, Los Angeles is by several hundred miles the nearest port of call on the Pacific Ocean of the United States and a vessel plying from the Atlantic seaboard to the Orient will look to Los Angeles as the natural port of call on the Pacific Coast of the United States for fueling and for the picking up and dropping of cargoes.

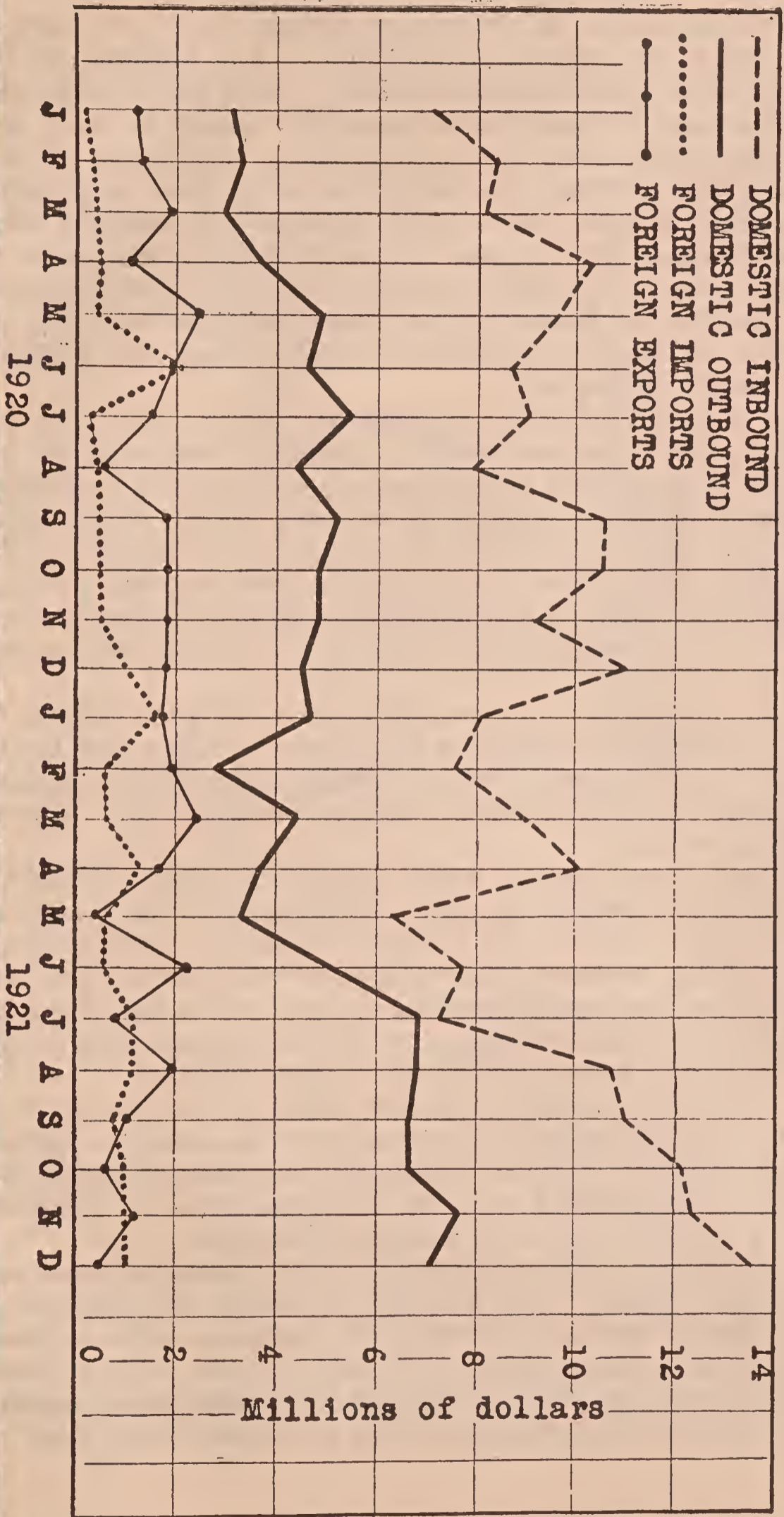
One important advantage enjoyed by Los Angeles Harbor in the handling of this Oriental commerce is found in the fact that, being a man-made, rather than a natural harbor, it has the quickest turn-around of any port on the Pacific. It is an established fact that when berthing facilities are available an oil burning vessel can enter Los Angeles Harbor, fill its bunkers, take on or discharge some cargo and be in the high seas again within five hours. A very few tons of cargo will pay the expense of such a visit. In the other ports of the Pacific seaboard of the United States a vessel must spend from twenty-four to thirty-six hours, and even longer when the entrance is blocked by fog, in entering and leaving the port, and since the time spent in port and in entering and leaving a port is the most expensive item of operating vessels, Los Angeles has an advantage in handling the commerce of the Orient, because it can save a vessel at least one day's time in its turn-around.

But there is still another phase to this problem of the potentialities of Los Angeles Harbor—the front door of the Pacific-Southwest. There is the natural question in the minds of the dispassionate observer as to whether or not there is commerce available at Los Angeles Harbor to make it worth while for the vessels of the world to make it a regular port of call. There can be but one answer to this question and that is affirmative. Already the Pacific-Southwest has a population in excess of 3,000,000 people, with an annual purchasing power exceeding \$3,000,000,000 and these people are consuming goods produced in the four corners of the world. Los Angeles Harbor offers the most efficient means for the importation of goods consumed but not produced in the Pacific-Southwest.

Again, there is no district in the world which produces raw materials as bountifully as the Pacific-Southwest and no place in which there is as great a diversification in the types of raw materials produced.

Also, the unification of the economic activities of the Pacific-Southwest, which is proceeding so rapidly today, because of the urge of economic necessity and because of the vision of the leaders in the financial world of Los Angeles, who during the past two years of the business depression have turned the trade routes of the Pacific-Southwest into the metropolitan area of Los Angeles, is forcing the industrialization and commercialization of the metropolitan area of Los Angeles surrounding Los Angeles Harbor.

Commerce Thru L. A. Harbor
 Monthly Shipments By Values 1920 - 1921



Industrial Production

From the standpoint of industrial production, there is no place in the world which has as great potentialities as Los Angeles. In the first place there is no manufacturing district which has as many raw materials produced in the territory naturally contiguous to it and capable of being fabricated close to the point of production. In the second place, due to climatic conditions, the cost of plant construction and maintenance is less than in other manufacturing centers, which means that overhead costs are less. In the third place, irrespective of money wages there is no place where the per unit wage cost on manufactured goods is less because of the greater efficiency of labor, resulting from the heavier proportion of outdoor work, the equitable and yet vigorous climate, etc.

Again, California is known the world over as the home of hydro-electric power and there are plentiful supplies of electric power for the manufacturing concerns at comparatively low cost, and in addition, this territory is one of the greatest oil producing districts of the world, with the result that both oil and electric power are available to the manufacturing plant. There is also promise that the coal of Utah and Colorado will, within a comparatively short time, be entering this district for use by industrial plants requiring coal, and for coal burning vessels.

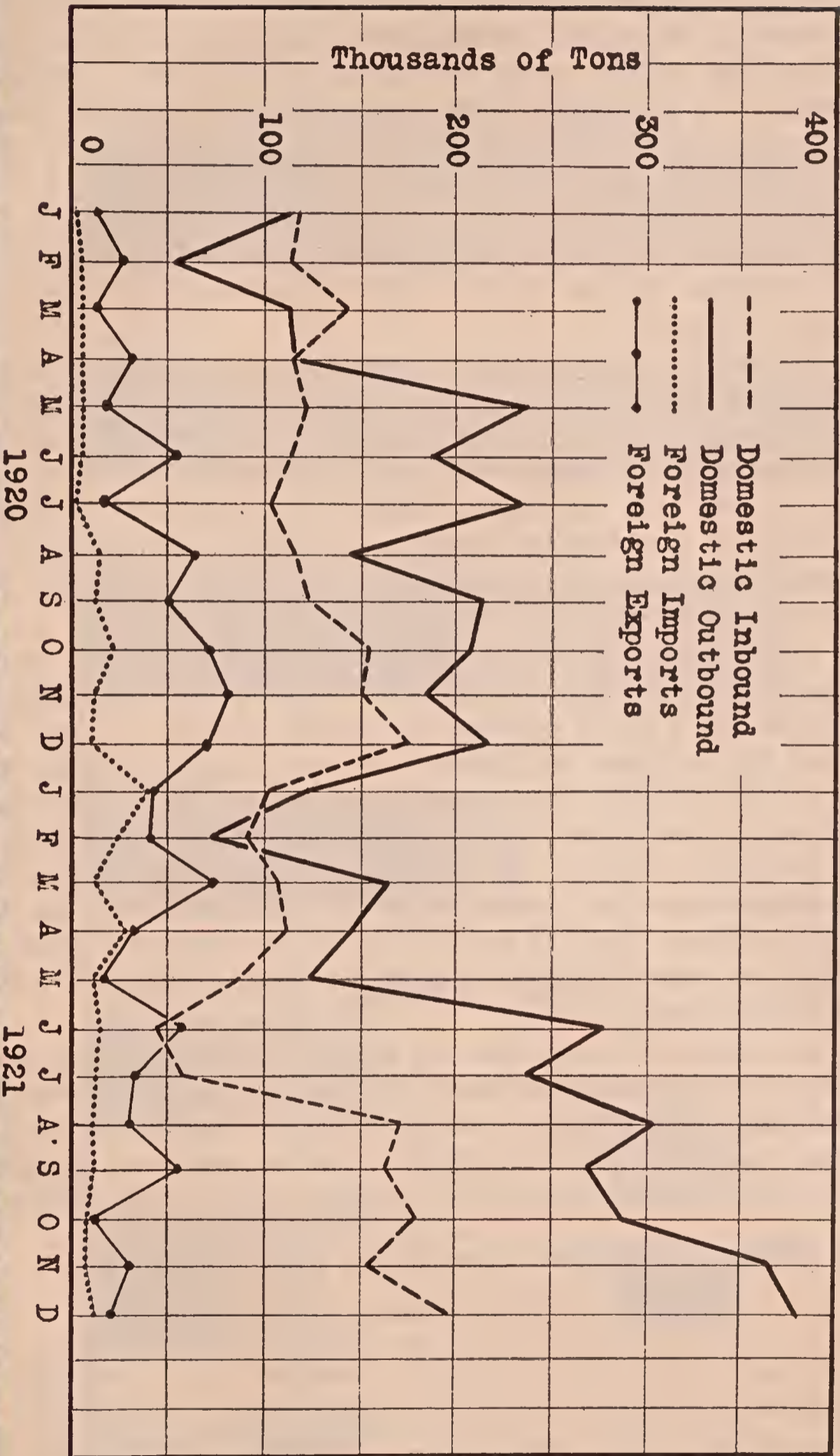
Further, this territory is known throughout the United States as the heaviest investment market in the country in proportion to the population. This means that there are important supplies of investment capital available for the financing of properly organized and properly run industrial concerns.

And there is still another highly important, although intangible factor, and that is found in the vision and sagacity of the leaders of this territory, who, aware of the fact that progress in economic development gradually becomes more difficult if this district does not fabricate its own raw materials, are leading the way to the proper industrialization and commercialization of the metropolitan area of Los Angeles for the best benefit of the entire Pacific-Southwest.

In other words, Los Angeles Harbor stands as the doorway to a section of the United States which is just entering upon its real era of economic expansion and just commencing to produce commerce for the vessels of the world and to require the importation of consumable commodities and raw materials requiring fabrication.

This is a picture of the potentialities of the Pacific-Southwest and of Los Angeles Harbor. It is a picture of reality, the existence of which has already been proved through the commerce which has been developing at Los Angeles Harbor in the past few years. It is a picture which should enable the student of the port to visualize future possibilities on the basis of the development which has already taken place.

Commerce Thru L. A. Harbor
 Monthly Shipments by Tonnage 1920-1921



GENERAL SUMMARY

There can be no better proof of the potentialities of the port than analysis of its past commerce, which has been made necessary because the rapid growth both in the tonnage and value of goods passing through the port has already taxed its physical facilities and is forcing the inauguration of a program of very rapid expansion in the building of wharves, transit sheds, warehouse and additional port facilities, and which has just been completed through the cooperative efforts of the College of Commerce and Business Administration of the University of Southern California and the Research Department of The First National Bank of Los Angeles, the Los Angeles Trust & Savings Bank and the First Securities Company.

To understand the growth of this port it is necessary to realize that although there were 4,862,172 tons of goods, valued at \$209,999,847, which passed through the port in 1921, in 1900 the port was little more than a salt marsh and river mouth. In fact, as late as 1914 the entrance of a 10,000-ton vessel into Los Angeles Harbor was the cause of front page news stories in Los Angeles papers and resulted in thousands of people visiting the port to see this spectacle. Today, on an average, at least ten commercial vessels enter the harbor every day.

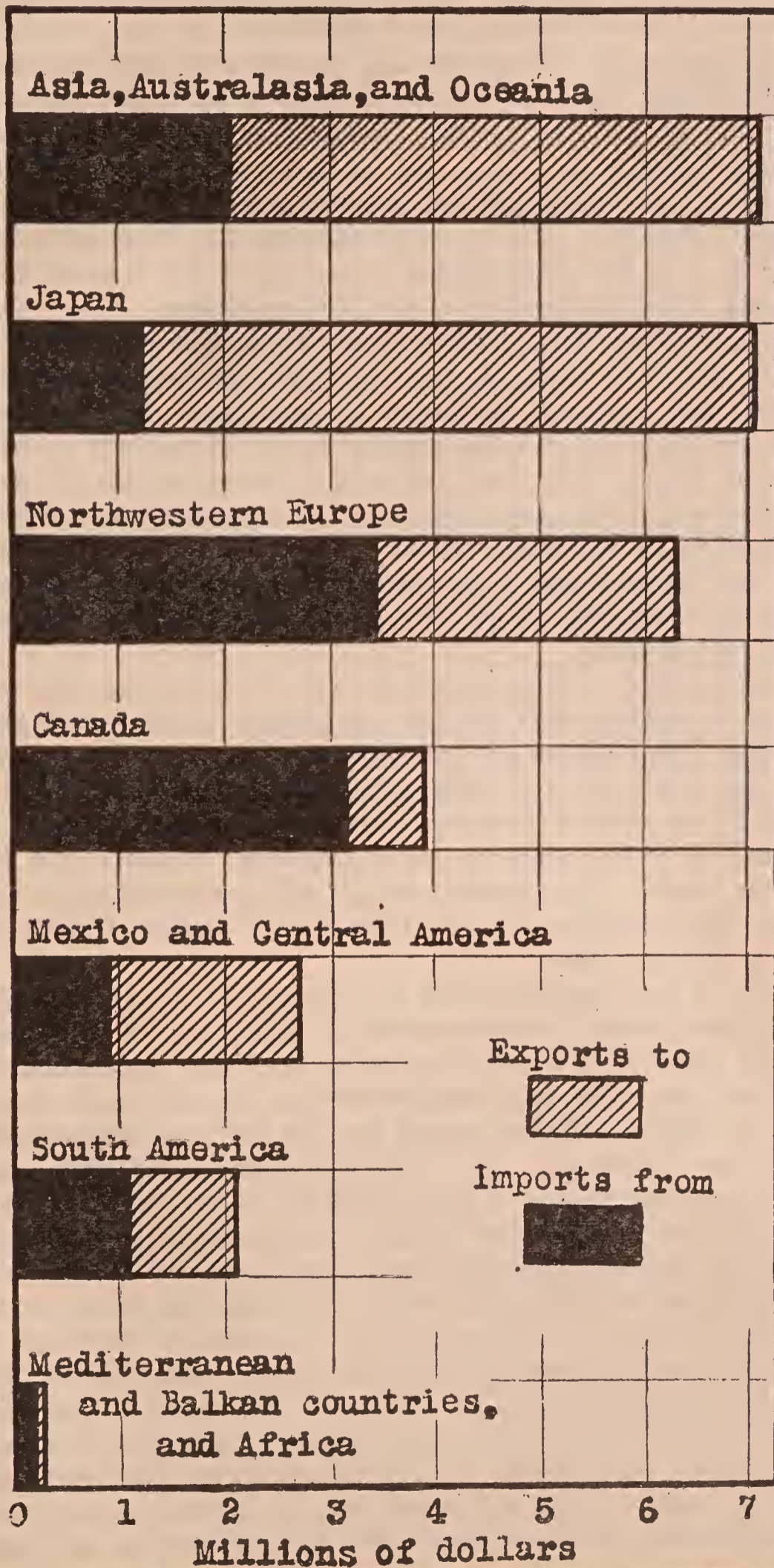
In fact, the development of the port cannot really be said to have commenced until after the close of the World War. Just as the harbor was in a position where it was practical for vessels to make it a port of call, the World War stripped the Pacific of its vessels and put them on the Atlantic for the carrying of war supplies to Europe. In fact, during the participation of the United States in the World War, Los Angeles Harbor was practically closed to the commerce of the world, because it had been designated by the United States Government as a port of embarkation for Siberia, proof in and of itself of the statement heretofore made that Los Angeles Harbor is a natural port of call for vessels in the trans-Pacific trade.

In fact, the harbor is so new that any accurate statistics or any accurate picture of the detailed movement of commerce through the port prior to 1920 cannot be prepared, because the data are non-existent. However, there are a few figures available showing the trend of total commerce through the port during the war period. They are as follows:

Total Commerce Handled Through Los Angeles Harbor

	By Fiscal Years	
	Tons	Value
1916.....	2,051,785	\$ 76,549,742
1917.....	2,312,387	69,353,873
1918.....	2,236,534	98,953,652
1919.....	2,380,622	86,481,470
1920.....	3,528,280	153,919,010
1921.....	4,306,134	188,051,422
1921 (Calendar year).....	4,862,172	209,999,847

Commerce thru L. A. Harbor
Foreign Trade 1921
By Geographical Areas



Classes of Commerce

The commerce of Los Angeles Harbor naturally falls into three grand divisions. The first and most important of these is the domestic coastwise trade, representing that business passing through the port to and from the other sections of the Pacific Coast of the United States.

Second, and next in importance, is the domestic coast-to-coast commerce, practically all of which represents that trade between the Pacific-Southwest and the eastern seaboard of the United States via the Panama Canal.

Third and least important, but steadily increasing in importance, is the foreign commerce. During and following the latter part of 1922 there will be a fourth classification consisting of direct trade with the Pacific ocean island possessions of the United States.

The relative importance of these three major classes of commerce is graphically shown on page 41, together with the segregation between the inbound and outbound commerce of each type. During 1921 the coastwise commerce represented approximately 55 per cent of the total commerce of the port from the standpoint of value, of which 31 per cent was inbound and 24 per cent outbound. The coast-to-coast commerce, next in importance, accounted for 31 per cent of the total, of which 24 per cent was inbound and 7 per cent outbound, and the foreign commerce for the remaining 14 per cent, 8 per cent of which were exports and 6 per cent imports.

At first glance it would appear that relatively the port was important only as a domestic port and that the foreign commerce of Los Angeles Harbor was worthy of only comparatively small consideration. However, analysis of the business of other ports of the world shows that when 14 per cent of the business of a port is foreign business that the port has all of the earmarks of an important harbor in the foreign trade of the world. Also, more than half of the general cargo, excluding lumber and petroleum, passing through Los Angeles Harbor is that involved in foreign trade.

In view of the fact that prior to 1920 coast-to-coast business was practically non-existent, the most startling thing about the commerce of the port, as reflected in its 1921 figures, is the heavy proportion of this class of business. The real development of coast-to-coast commerce through Los Angeles Harbor cannot be said to have commenced until September and October of 1920. The fact that in 1921 this coast-to-coast commerce was valued at \$65,558,233 and represented 332,769 tons of goods, the first year in which it really had an opportunity to develop, because it was the first time that vessels were available and the Panama Canal really open to commercial vessels, evidences the great potentialities of coast-to-coast commerce between the Atlantic seaboard of the United States and the Pacific-Southwest through Los Angeles Harbor.

Another important phase of the general commerce of the port is a comparison between the values of outbound and inbound commerce, the inbound business representing approximately 60 per cent and the outbound 40 per cent. It is in this figure that the developments which are now taking place in the Pacific-Southwest will probably be best reflected

in the future and it is here we may anticipate seeing a changing percentage, with the outbound commerce increasing in relation to inbound, until a fairly stable parity of trade is eventually established.

Monthly Commerce

Naturally the real picture of the business of a port cannot be drawn from a mere comparison of annual figures. For this reason, the graphic picture of the value of the monthly commerce of the port during the years 1920 and 1921, on page 45, has been prepared. It reflects the same tendency as the annual figures. While this chart shows the monthly upward and downward fluctuations it also shows a very definite upward tendency in the business of the port in comparison with the preceding year—this in spite of the fact that the declining prices of 1920 and 1921 would naturally have created a tendency for the value of the commerce passing through the port to shrink.

The reason for the increasing values of the commerce of Los Angeles Harbor during the years 1920 and 1921 is graphically illustrated in the chart appearing on page 47, showing the tonnage shipments through Los Angeles Harbor. This chart reflects the fact that relatively, particularly in the latter part of 1921, the tonnage increased more rapidly than the value of goods passing through the port and that the increasing value reflected in the previous graph is the result of increasing port activities, with increasing tonnage more than sufficient to offset decreasing values. This is a phenomenon that has been existent in but few ports of the world during the past two years and is an index of the increasing economic importance of the Pacific-Southwest, and of the harbor to the economic life of the territory which it serves.

FOREIGN TRADE

While the domestic commerce of Los Angeles Harbor is, of course, heavier than its foreign commerce, as reflected in the data already discussed, a port is known throughout the world primarily because of its foreign trade and the mere fact that the value of the foreign trade passing through Los Angeles Harbor increased during the year 1921, when the general tendency throughout the world was for the value of such commerce to decrease, is in and of itself evidence of the importance of the foreign business of the Pacific-Southwest as it flows through Los Angeles Harbor.

Geographical Divisions

This foreign commerce in 1921 was valued at \$29,457,993 and comprised 642,021 tons of goods. It was distributed among seven major geographical areas, which, in the order of their importance, were as follows:

1. Asia, Australasia and Oceania.
2. Japan.
3. Northwestern Europe.
4. Canada.
5. Mexico and Central America.
6. South America.
7. Mediterranean, Balkan countries and Africa.

From the standpoint of exports to these various geographical territories Japan is most important, with 1921 outbound shipments valued at \$6,000,000; Asia, Australasia and Oceania next in importance, with outbound cargo valued at approximately \$5,000,000; Northwestern Europe third; Mexico and Central America fourth; South America fifth; Canada sixth and the Mediterranean, Balkan countries and Africa seventh.

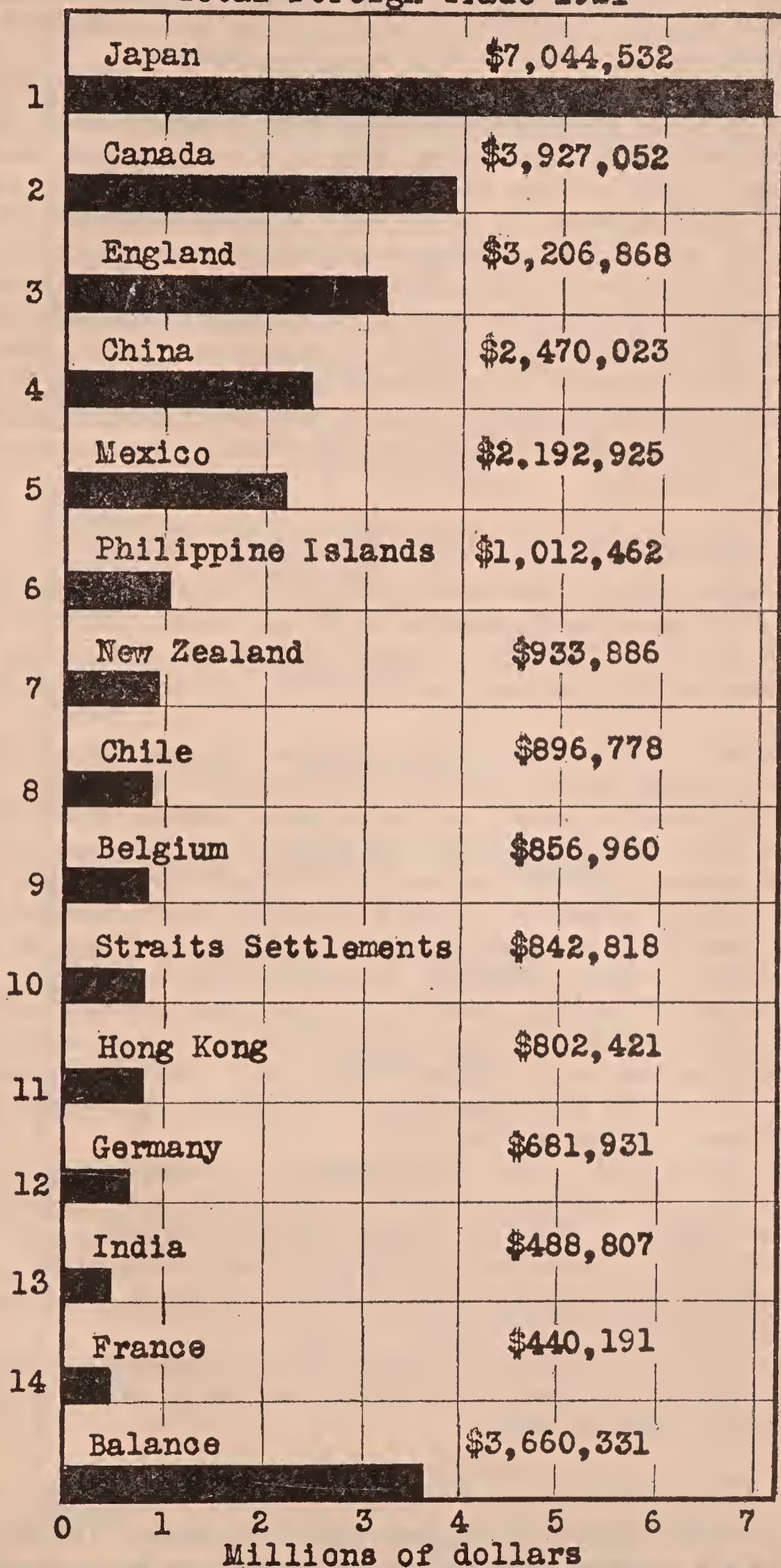
The imports into Los Angeles Harbor from these geographical divisions present a very different story. In this case, Northwestern Europe, the third district in exports, is first; with Canada second; Asia, Australasia and Oceania third; Japan fourth; South America fifth; Mexico and Central America sixth, and the Mediterranean, Balkan countries and Africa seventh.

These foreign trade figures illustrate clearly the fact that our foreign commerce is moving in accordance with natural economic laws, our heaviest exports being to the countries which are in the developmental stage, and consequently in need of goods from this country, and our heaviest imports being from those countries which produce and prepare goods for consumption of the type which we are steadily and constantly consuming in the Pacific-Southwest.

Most Important Countries

To really comprehend the picture of the foreign trade of Los Angeles Harbor it is, of course, necessary to understand the relative importance of the various countries, as well as of the various geographical areas.

Commerce Thru L. A. Harbor
Total Foreign Trade 1921



Next to Japan, the most important single country in the commerce of Los Angeles Harbor is Canada, followed, in order, by England, China and Mexico. Practically two-thirds of the foreign trade of Los Angeles Harbor is carried on with these five countries.

From the standpoint of exports the relative rank of the more important countries is as follows: Japan first, England second, China third, Mexico fourth, New Zealand fifth, Chile sixth, Canada seventh, Hongkong eighth, and the Philippine Islands ninth. In the export business Japan accounts for 34 per cent; England, China and Mexico fall in the second class of relative importance, each accounting for from 9 to 13 per cent of the foreign exports from the harbor. Comparatively speaking, the other five countries mentioned are about on a parity, and fall into the third class in order of importance of total trade.

In imports, however, there is a very different picture, with Canada more than twice as important as Japan, the second country, and with England, Belgium, Straits Settlements and Mexico next important in the order mentioned.

Commodities in Foreign Trade—Exports

To understand the commerce of the port, it is desirable to discuss briefly the types of goods entering the foreign trade.

The exports to Japan consist largely of kerosene, fuel oil, iron and steel manufactures, chemicals and raw cotton for the cotton mills of Japan.

England, the second important country in the export classification, purchases largely canned fruits, oil cake meal, clay and seeds.

China, the third country, purchases heavy supplies of machinery, iron and steel manufactures, wool and cotton goods, kerosene, fuel oil.

The exports to Mexico are mostly of a miscellaneous nature, consisting of small shipments of widely diversified goods, the most important items being cotton manufactures, medicines and drugs, iron and steel products, cement, machinery, confectionery and canned fish.

New Zealand and the countries of Australasia receive much the same type of commodities from the Pacific-Southwest as the other more important countries in the export business, their purchases consisting largely of iron and steel manufactures, machinery, automobiles, wool manufactures, gasoline and kerosene.

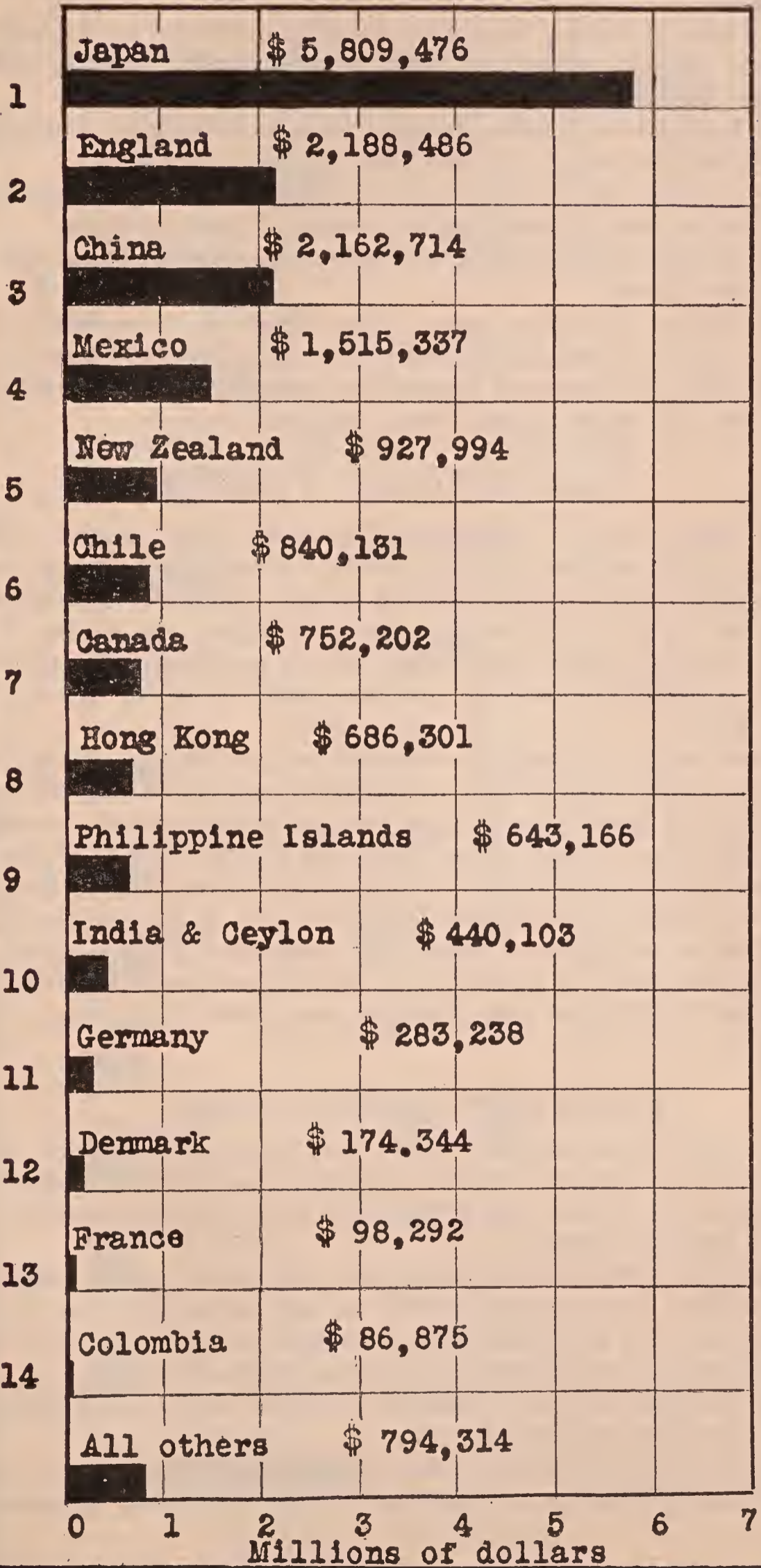
The goods used in the development of a country are generally found among the principal exports to the Asiatic and Australasian countries importing from Los Angeles Harbor, indicating that the Pacific-Southwest is even now providing the Orient with capital goods in the same manner that Europe provided the developing America with similar goods during the nineteenth century.

For example, iron and steel manufactures bulk large in our exports to each of these countries, as do kerosene and fuel oil, which are used in supplying power or light.

Commodities in Foreign Trade—Imports

Our imports present the opposite side of the picture. Our imports from Canada, the most important country in this phase of the commerce

Commerce Thru L. A. Harbor
Exports by Countries - 1921



of Los Angeles Harbor, are largely in the form of news print paper, with lumber, wood pulp and fertilizer making up most of the balance of this trade.

In the case of Japan, the second country, our imports are largely in the form of silk, cotton and wood manufactures, bamboo, china, earthenware and porcelain.

From England we receive pig iron, wool manufactures, chemicals, linseed oil, linoleum, rags, flax and hemp manufactures.

From Belgium we receive window, plate and cylinder glass, pig iron, steel ingots and a considerable amount of precious stones.

From the Straits Settlements we receive crude rubber, copra, spices, coffee, tea and kapoc.

From Mexico we receive sugar, coffee, fresh fish, vegetables and cacao, also mother of pearl, moss, lumber, cabinet wood and kapoc.

From China the principal imports are carpets and rugs, vegetable oils, hair and silk manufactures, dried eggs, and peanuts.

Trend of Foreign Trade

Here again, with the exception of the trade with England which represents certain finished goods in return for our raw materials and goods purchased from England because of its position as the commercial entrepot of the world, we find that the major imports into Los Angeles Harbor are largely in the form of raw materials partially prepared for consumption from the countries which have not entered an industrial era.

In other words, the foreign commerce of Los Angeles Harbor, in spite of its relative importance, is primarily valuable today as indicative of the fact that it is already of the type which, with the developments which are now taking place within the Pacific-Southwest, can be so coordinated with these present-day economic tendencies as to develop a market for the finished products of this district in foreign countries and for the raw materials of these other countries in the markets of the Pacific-Southwest. It is exactly the type of commerce which offers the greatest possibilities from friendly cooperative exploitation and development.

The Smaller Items of Trade

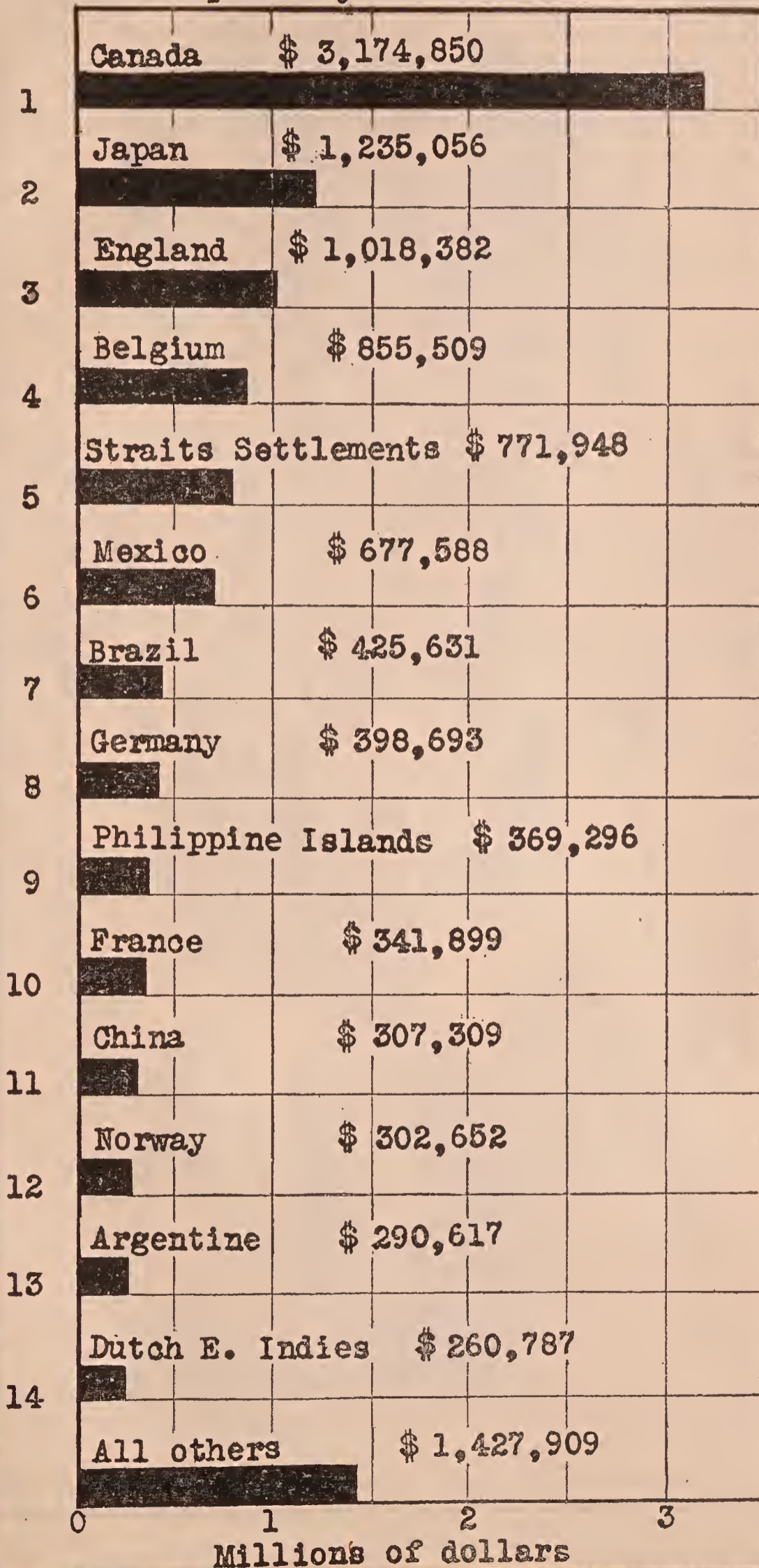
While the above analysis shows the principal countries with which trade is maintained and the principal commodities involved in the commerce of the port, the remaining trade with other countries is worthy of passing mention.

The Straits Settlements and East Indies ship their tropical products of crude rubber, copra, spices, coffee, tea and kapoc, and receive oil well machinery, dry goods and wearing apparel, canned fish, iron and steel manufactures and machinery from the Pacific-Southwest.

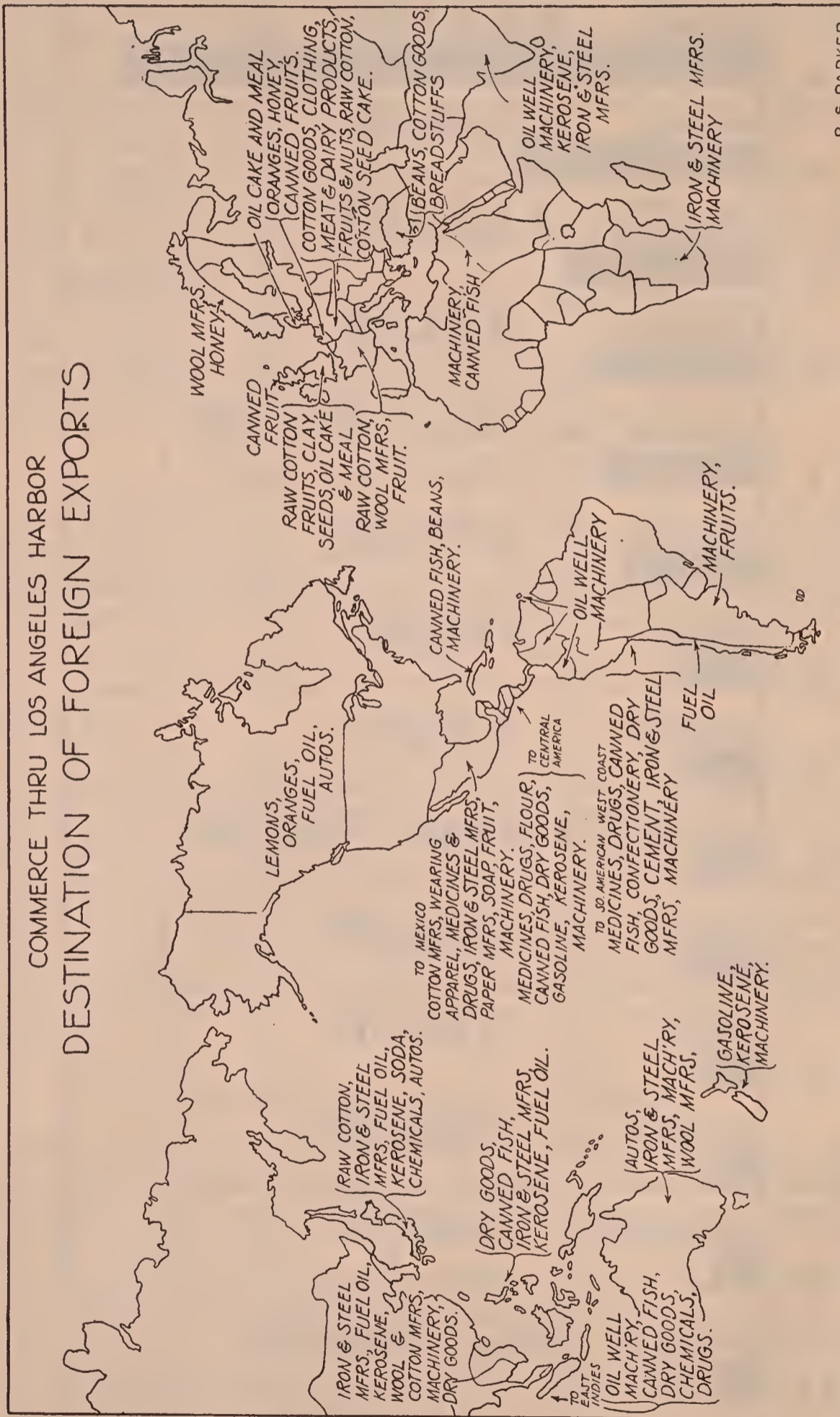
From Australia and New Zealand we receive wool, sheep hides and vegetable products and some pig iron.

From the Philippine Islands come cigars, copra, hemp, lumber, and cabinet woods in exchange for kerosene, fuel oil, dry goods and canned fish.

Commerce Thru L. A. Harbor
Imports by Countries 1921



COMMERCE THRU LOS ANGELES HARBOR DESTINATION OF FOREIGN EXPORTS



R. S. PARKER

India purchases oil well machinery, kerosene, and iron and steel products, and in turn sells us rugs, shellac, tea, coffee, mica and vegetable oils.

From the northwestern part of Europe, other than those countries already mentioned, we receive such articles as bulbs, seeds, and spices from Holland; silk and cotton goods, toilet preparations and art work from France; cutlery, chemicals, china, earthenware and toys from Germany; paints and varnishes, seeds, silver sand and whiting from Denmark; pig iron, matches, tools, and wood pulp from Sweden; and canned fish, fishing tackle, lime nitrogen and paper from Norway. In return we export to these countries citrus fruits, honey, canned fruits, oil cake and meal.

A very recent development has been the growth of our exports of raw cotton to France and Germany.

From South America we receive cacao and kapoc from Ecuador; cacao from Trinidad; coffee from Colombia and Brazil; nitrate of soda and lentils from Chile; dried blood and tankage from Argentine and Uruguay, and in return ship these countries canned fish, confectionery, drugs and medicines and dry goods. Recently we have shipped oil well machinery to Ecuador, Columbia and Trinidad.

Southwestern Europe, including the Mediterranean and Balkan countries, and Africa import such products as beans, bread-stuff and cotton goods, most of which go to Turkey; machinery and canned fish, which go to Egypt; and iron and steel manufactures, which go to British South Africa, while we import art works from Spain; cocoa and lace from Switzerland; olive oil and art works from Italy; currants from Greece; rugs and cigarettes from Turkey and Egypt; and glass and earthenware, beads and jewelry from Austria and Czecho Slovakia.

Tediously analytical as these lists of products may appear they are valuable in even a casual study of Los Angeles Harbor, because they indicate, more clearly than could any theoretical study, the wide diversity of the products passing through the port and the potentialities for the building of a greater foreign trade between the Pacific-Southwest and the far corners of the globe.

The soundness and substantial qualities of the commerce between the Pacific-Southwest and the markets of the world reflects the fact that the prediction that the Pacific would become the ocean of the future is already being turned into a statement of fact on the highways of commerce. That is why the present facilities of the port are already crowded and why millions of dollars are now being spent for the purpose of expansion, so as to facilitate the movement of a growing commerce.

DOMESTIC COMMERCE

A particularly gratifying phase of the development of the harbor is found in the fact that there is sufficient domestic commerce to justify the expansion of port facilities for the sole purpose of handling the domestic trade in a comprehensive manner. This will place the port in a position to take care of the foreign trade which will necessarily develop somewhat slowly as the Pacific-Southwest enters into foreign commerce as an independent economic unit.

The domestic commerce of the port amounted to 4,220,151 tons in 1921, valued at \$180,541,854 as compared with 3,590,252 tons valued at \$161,907,457 in 1920, the first year in which the port was in a position to prove its economic value in the handling of the commerce which should naturally flow through it.

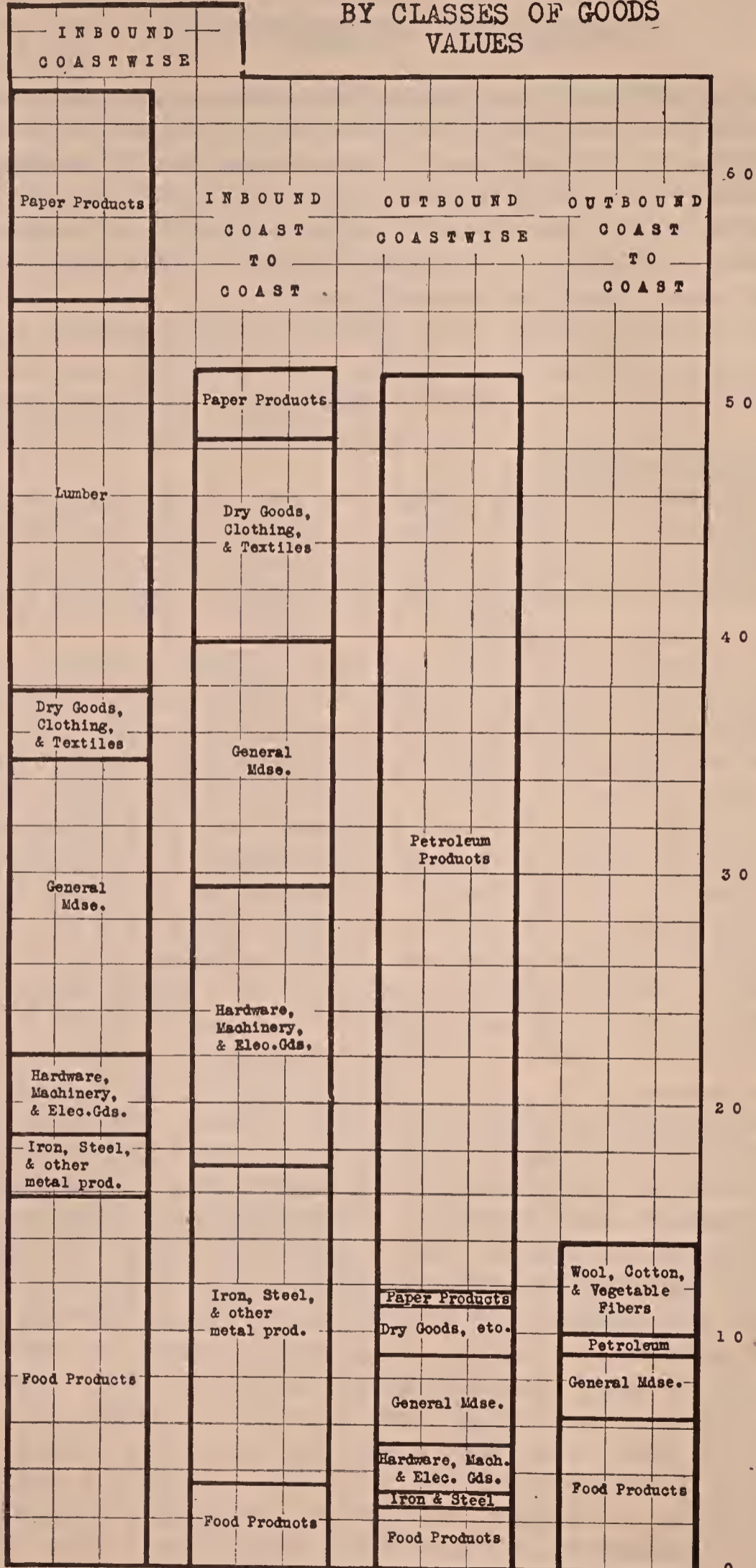
A study of this domestic commerce shows that petroleum products and lumber bulk as the most important items of commerce, both from the standpoint of tonnage and of value. In fact, there were 3,695,873 tons of lumber and petroleum products moved through the port in domestic commerce during 1921.

From a casual glance it might be that a conclusion would be drawn that, since 3,695,873 tons out of the total commerce of 4,862,172 tons, both foreign and domestic, consisted of lumber and petroleum, the port was relatively unimportant except in the importation of lumber for use in the Pacific-Southwest and the exportation of the petroleum produced in this territory. However, such a conclusion, valid as it might appear upon its face, is erroneous. Lumber and petroleum are unquestionably highly important to Los Angeles Harbor and are deserving of the special consideration which will be given them farther on in this report.

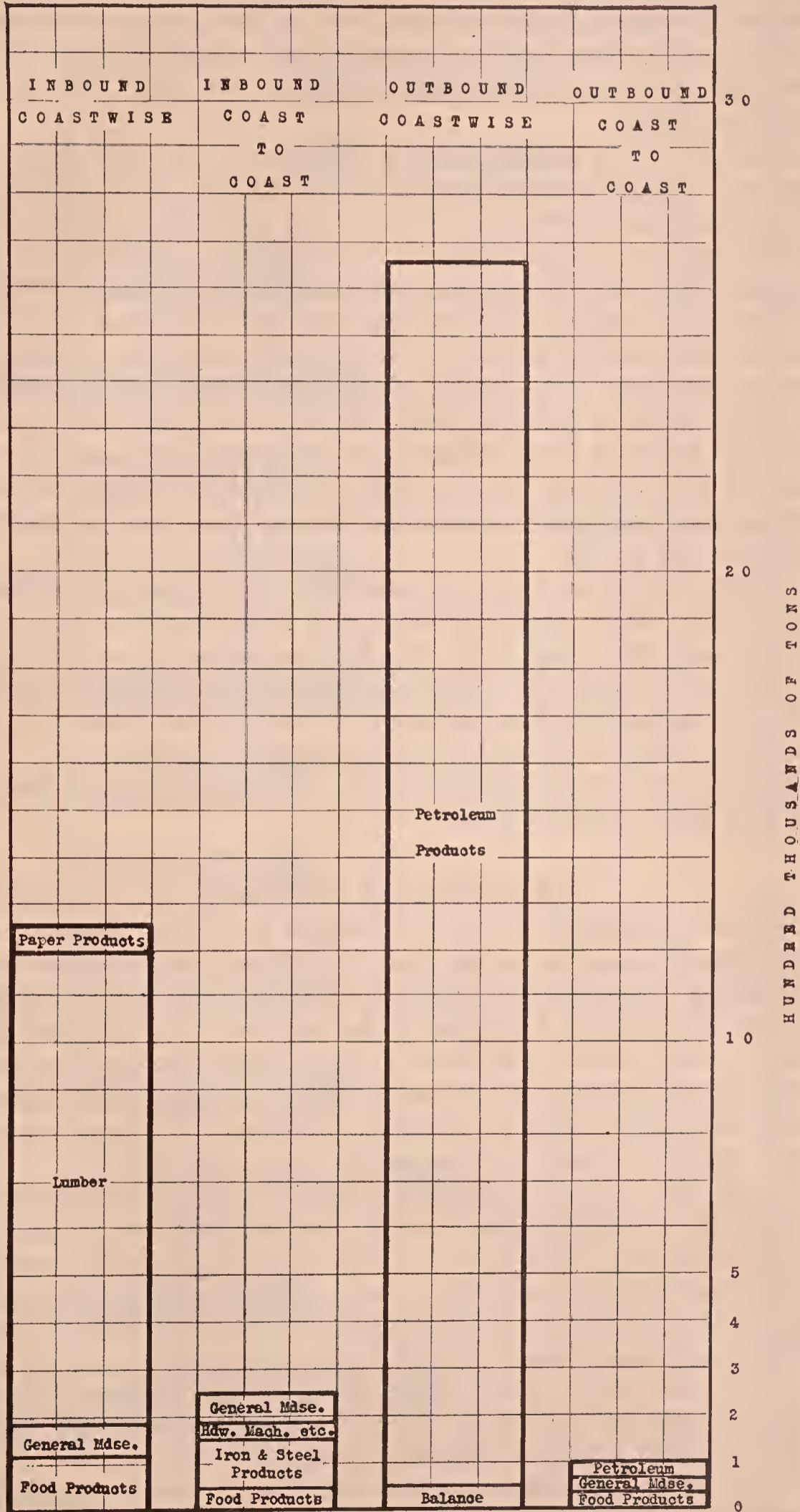
Sentimentally, their importance bulks even greater than in a tonnage analysis, for the simple reason that they have formed the motivating forces and first economic pressure which resulted in the development of a harbor capable of handling other goods. Consequently, it would be undesirable to minimize the importance of the movement of lumber and petroleum through Los Angeles Harbor. But, today there are indications that these commodities have created a port which is rapidly developing a commerce that will cause lumber and petroleum to ultimately become relatively less and less important in its total business.

It must be remembered that, during the trying war period, there would have been practically no port whatever if it had not been for lumber and petroleum and it must also be remembered that, comparatively speaking, the business of Los Angeles Harbor in other commodities did not really start until toward the close of 1919. With this in mind, the fact that foreign trade amounted to 642,021 tons and the domestic trade, other than lumber and petroleum, amounted to 524,278 tons in 1921 indicates that the port is developing a real commerce in general commodities and that this commerce is becoming increasingly important and will tend in the future to grow more rapidly proportionately than the lumber or petroleum business.

COMMERCE THRU LOS ANGELES HARBOR
DOMESTIC COMMERCE 1921
BY CLASSES OF GOODS
VALUES



COMMERCE THRU LOS ANGELES HARBOR
DOMESTIC COMMERCE 1921
BY CLASSES OF GOODS
TONNAGE



It is probably easier to visualize the value of the 524,278 tons of other domestic commerce in comparison with the 3,695,873 tons of lumber and petroleum by analyzing the domestic commerce of the port from the standpoint of value. While the lumber and petroleum accounted for approximately 85 per cent of the domestic commerce of the port from the standpoint of tonnage, they accounted for only about 30 per cent of the domestic commerce of the port from the standpoint of value of goods.

In other words, aside from the problem of physical facilities involved in the movement of petroleum and lumber, most of which are handled on private docks, more than half of the dollars and cents value of the commerce of Los Angeles Harbor today lies in the domestic commerce, other than lumber and petroleum, which had a value of 1921 of \$121,982,223. Such commerce is of sufficient magnitude to be deserving of a most careful analysis. For that reason, while petroleum and petroleum products and lumber will be the subject of detailed study later on, in order to secure a really comparative picture of the various classes and types of commodities passing through the port, the major portion of the analysis of domestic commerce has been made after petroleum and petroleum products and lumber have been excluded from the figures and graphs.

In order to get an accurate picture of the movement of these commodities and of the business of the port in those goods which pass over the piers and the wharves of the harbor, rather than through the pipe lines of the petroleum companies and over the private wharves of the lumber companies, it is necessary to analyze the domestic business of the port, exclusive of lumber and petroleum, step by step.

It is for this reason that the figures used as the basis for charts XI to XIX have been prepared.

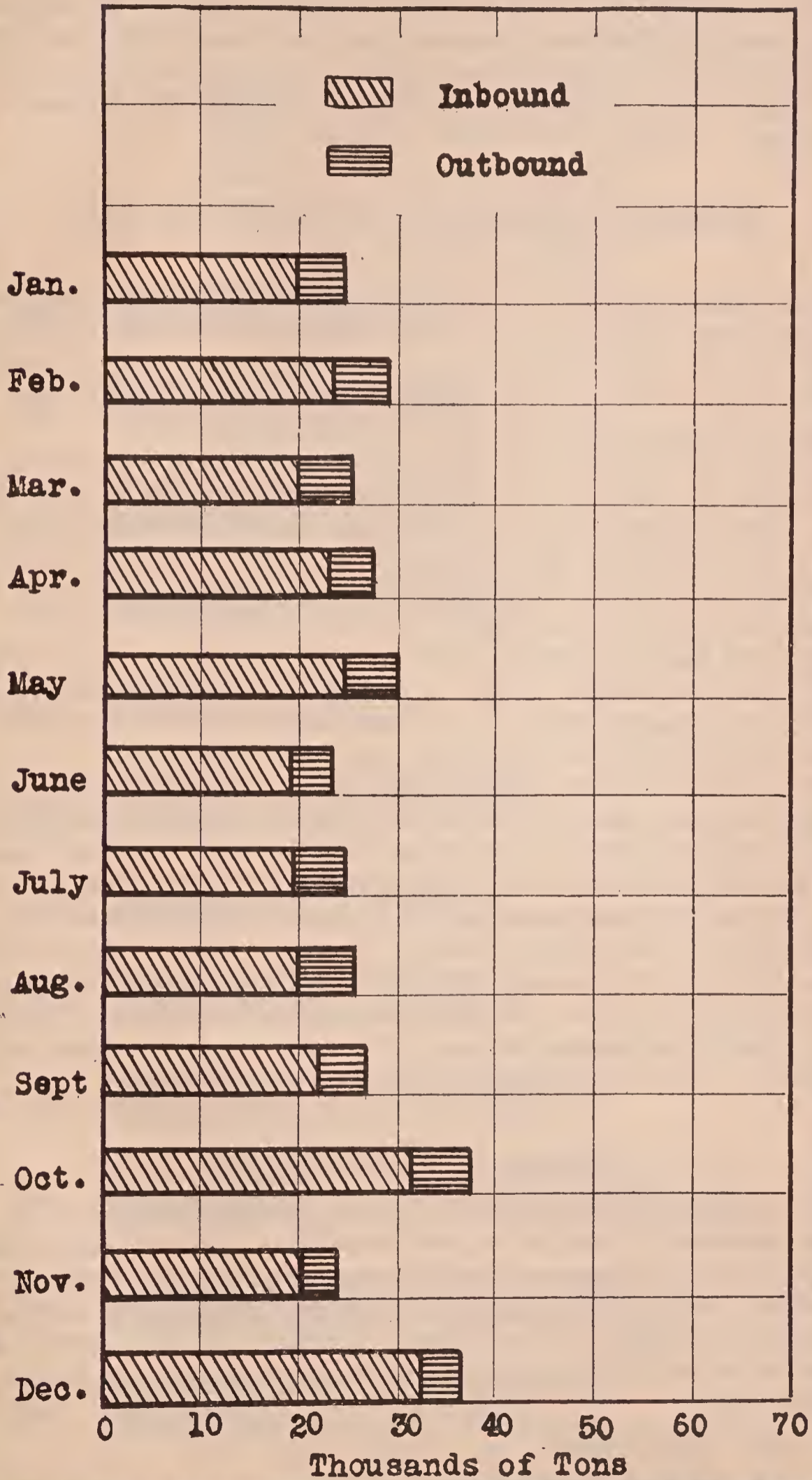
Inbound vs. Outbound

The outstanding feature of this domestic commerce, from the standpoint of goods moved, is the fact that the inbound commerce far exceeds the outbound, evidence of the fact that the people of the Pacific-Southwest have not yet fully awakened to the possibilities of marketing local products through the use of ocean carriers, although the huge savings affected in the freight paid on commodities purchased elsewhere, particularly bulky commodities, has been so obvious as to create very important inbound domestic commerce.

One of the great potentialities of the port lies in this present uneven balance of domestic trade and in the fact that the inbound commerce is sufficiently valuable to shipping concerns to justify their making Los Angeles Harbor a port of call, even before the time when the people of the Pacific-Southwest awaken to the possibilities of broader distribution of their products through the use of ocean carriers and of their port. As long, however, as the present unbalanced state of domestic commerce continues it may be anticipated that the port will remain primarily a port of call rather than a home port.

The relative difference between the two types of commerce is illustrated by the fact that in 1920, 82 per cent of this domestic

Commerce Thru L. A. Harbor
Domestic Tonnage 1920
Exclusive of Lumber and Petroleum



commerce, exclusive of lumber and petroleum, from the standpoint of tonnage consisted of inbound, and only 18 per cent outbound commerce. In 1921 the inbound commerce amounted to 81 per cent and the outbound to 19 per cent.

Prior to 1921 there were no figures available showing the difference between coastwise and coast-to-coast domestic tonnage. However, since the coast-to-coast business did not originate until the latter part of 1920 it is safe to assume that the major portion of the 1920 business was coastwise.

Relative Importance of Coastwise and Coast-to-Coast Business

The total domestic commerce, exclusive of lumber and petroleum, increased from 329,941 tons in 1920 to 524,278 tons in 1921, an increase of 59 per cent. The inbound increased from 271,775 tons in 1920 to 426,578 tons in 1921, and the outbound from 58,166 to 97,700 tons, increases of 57 per cent and 68 per cent respectively.

There was probably very little change in the coastwise figures between 1920 and 1921, the big increase coming in the coast-to-coast business. The possibilities of this new business can best be shown by the fact that it increased from negligible quantities, probably less than 75,000 tons in 1920, to 332,769 tons in 1921, an increase of, roughly, 350 per cent in a period of one year.

Upon the basis of reliable estimates this means that Los Angeles Harbor and the Panama Canal reduced the freight rates paid by the people of the Pacific-Southwest in their business with the eastern seaboard of the United States by more than \$3,000,000 in 1921.

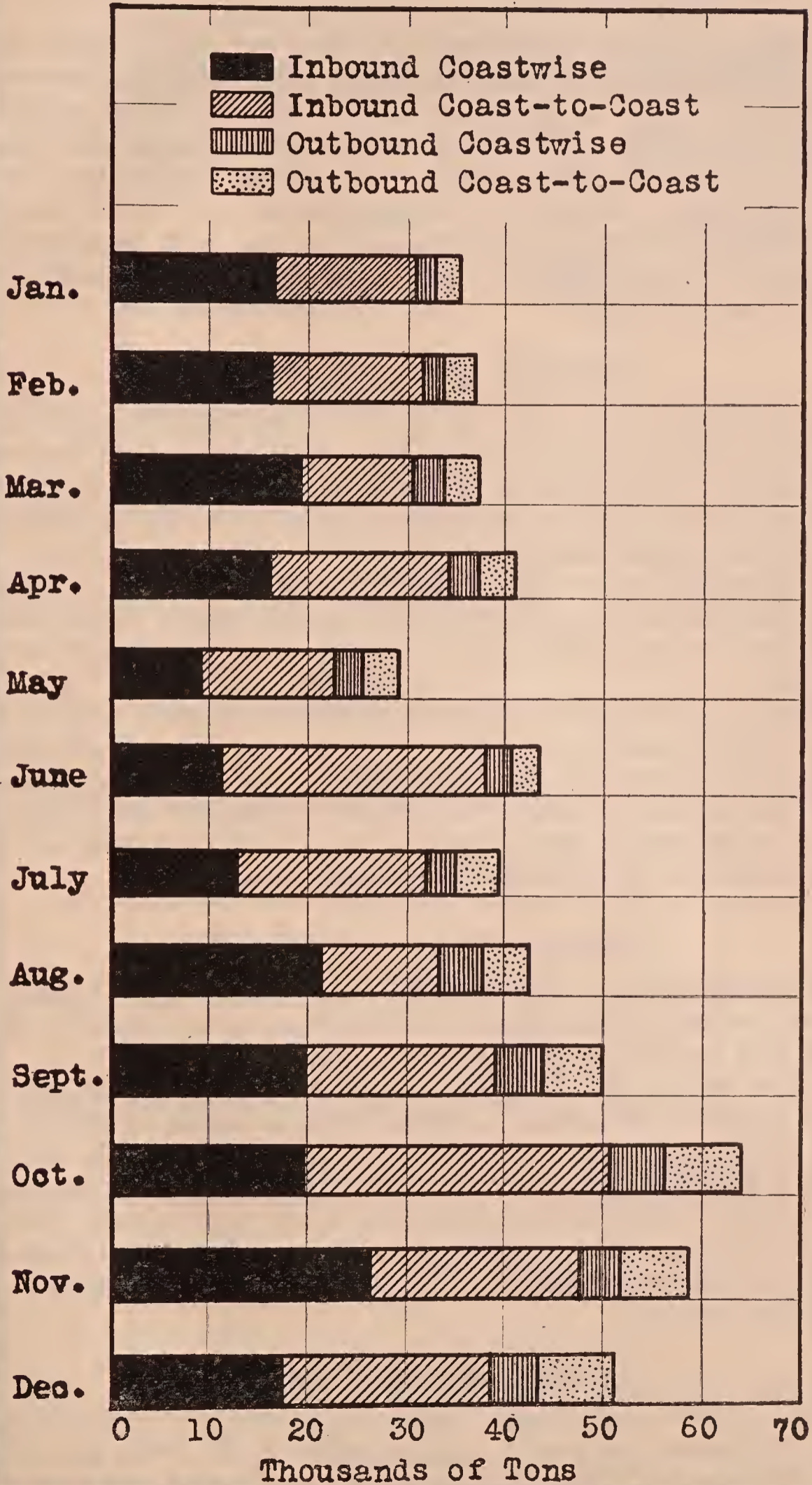
Also, while the ratio between inbound and outbound commerce has changed but very little, the mere fact that the outbound tonnage has shown a slight tendency to gain faster proportionately than the inbound tonnage is of importance and, if continued, will be a very healthy sign. With the various experiments in the movement of the products of the Pacific Coast to the eastern seaboard by water, which are now taking place, there is every reason to believe that the tendency during the next few years will be toward an equalization between the inbound and outbound domestic commerce, at least in the coast-to-coast business, which will permit a more efficient utilization of the port facilities.

Classes of Commodities

To interpret the movement of goods through the port it is, of course, necessary to analyze the commerce by the types of goods represented in the total figures. For this purpose, after very careful study of existing data, it was determined that the total domestic commerce, exclusive of lumber and petroleum, naturally fell into seven main classes of commodities, consisting, in the order of their importance, of the following:

1. Food products.
2. General merchandise.

Commerce Thru L. A. Harbor
 Domestic Tonnage 1921
 Exclusive of Lumber and Petroleum



3. Iron, steel, lead, tin and other metal products.
4. Paper products.
5. Machinery, hardware and electrical goods.
6. Dry goods, clothing, textiles and toilet articles.
7. Wool and cotton.

With these classes established, both upon the basis of productivity and consuming power of this district and of the actual goods moving through the port, it is possible to secure a comprehensive picture of exactly what passes over the wharves and through the transit sheds at Los Angeles Harbor; to establish the relation between the various classes of goods in inbound and outbound commerce; and to determine the seasonal tendencies of the commerce of the port, both from the standpoint of total commerce and also from the standpoint of the various classes of goods.

Inbound Domestic Traffic

A perusal of charts XIV, XVI and XVII appearing on pages 67, 71, 75 and 77 will show that food products rank as the most important single item of the inbound commerce of the port, although in 1921 the position of food products as the first commodity in the inbound commerce was seriously jeopardized by the heavy business in iron and steel.

The opening of the coast-to-coast business necessarily resulted in large shipments of these heavy products, used primarily in the building and manufacturing of this territory, because of the great freight savings involved.

General merchandise occupies a prominent position, both because of the large amount of unclassified goods that are entering and leaving the port, a very profitable type of commerce, and because original statistical data has been prepared in a manner which will not permit the proper segregation of some important items, with the result that they must necessarily be thrown into this classification.

Outbound Domestic Traffic

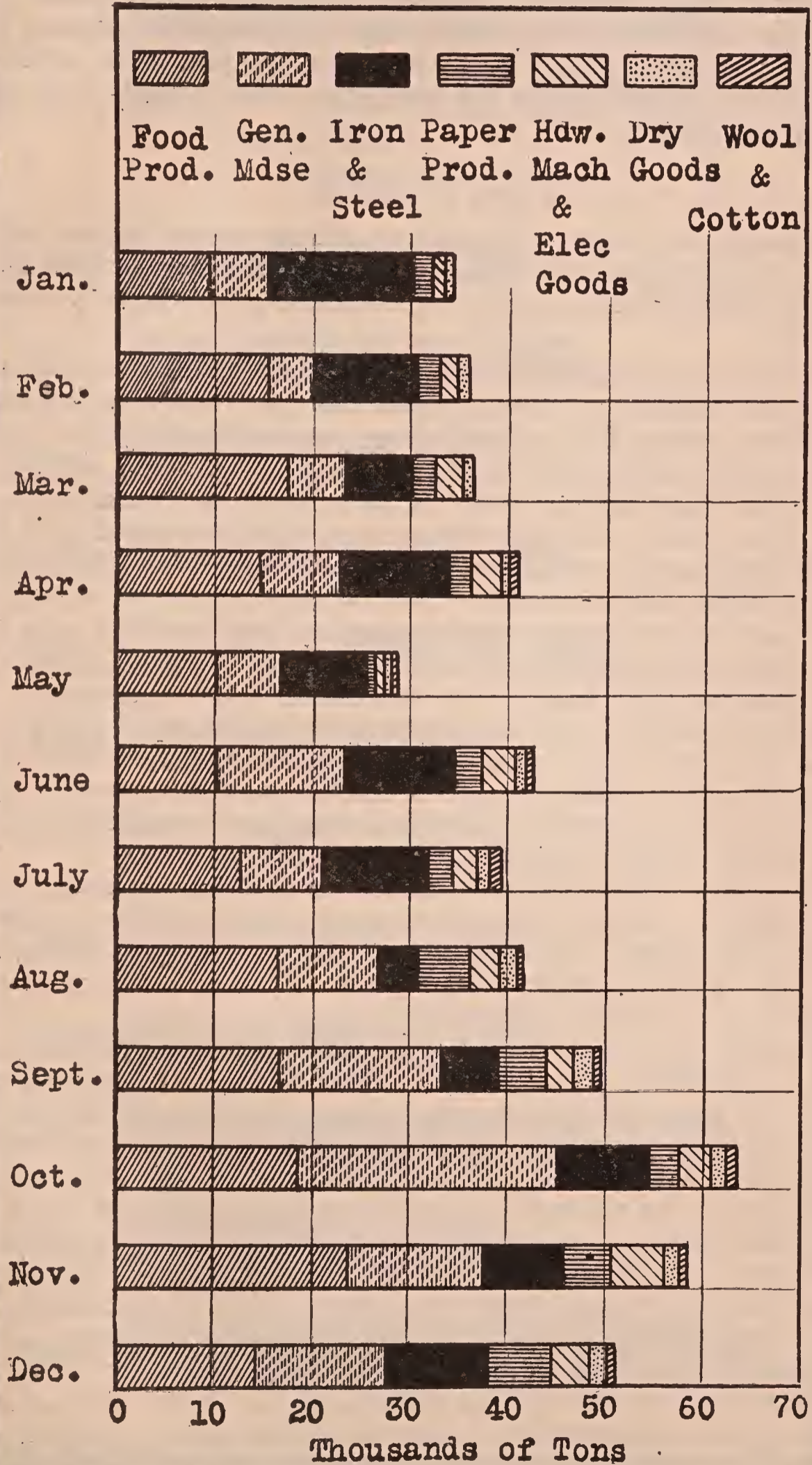
The reverse side of the stories shown in charts XIV, XVI and XVII, i. e., the analysis of the outbound domestic commerce, is found in charts XV, XVIII and XIX, shown on pages 73, 78 and 79.

After making due allowance for the heavy proportion of the commerce placed in the general merchandise classification, it can be seen from the charts that food products are the largest item in the outbound domestic commerce of the port, with wool and cotton the second class of goods, other than general merchandise, in the coast-to-coast business, and with iron and steel, machinery, hardware and electrical goods, dry goods, and paper products holding relatively equal positions in the coastwise exports.

Seasonal Tendencies

The graphic charts would appear to indicate that heavy coast-to-coast commerce is normally to be expected in the latter part of the year, but this conclusion would appear to be unfounded, due to the fact

Commerce Thru L. A. Harbor
 Domestic Tonnage 1921
 Exclusive of Lumber and Petroleum



that the heavier fall movement in 1921 can be best traced to expanding business, resulting from the opening of this trade during the preceding fall, rather than to a seasonal movement. As a consequence, it can be seen that it will take several years more of coast-to-coast traffic to establish a definite seasonable tendency in this division of trade.

In the coastwise business there seems to be a definite tendency for the early summer months to be the months of smallest traffic, with the fall and early winter months the months of heaviest traffic, both into and out of the port.

Food Products

Although at present food products still run as the largest single item, in both inbound and outbound commerce, the type of food commodities entering the two classes of commerce are necessarily widely divergent.

In the case of inbound coastwise trade, which represents 64 per cent of the movement of food products, the most important items are sugar, flour, canned milk, canned salmon, general canned goods, fresh fish, rice, green coffee and a small amount of roasted coffee and beans. To a certain extent this movement is the reflection of illogically placed trade routes, which will eventually be changed if the commerce of the Pacific-Southwest is to be developed on the soundest basis. The imports of green coffee consists largely of Central American coffee, which has been shipped from Central American ports to San Francisco, with the importing vessel passing and often stopping at Los Angeles Harbor, and then reshipped to Los Angeles from San Francisco for consumption.

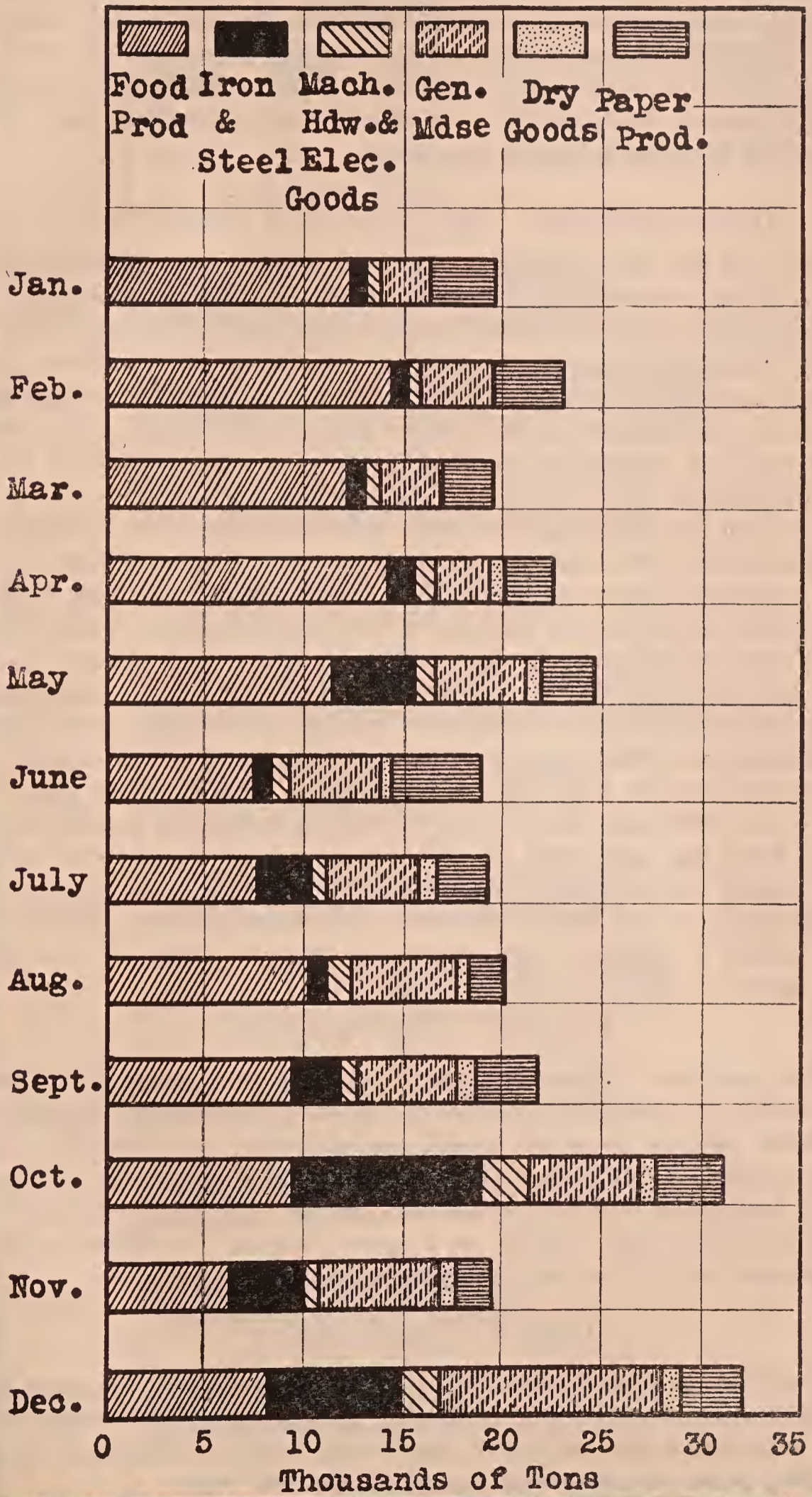
While evidence of unecomonic distribution, resulting from the following of trade routes established before Los Angeles Harbor had reached the place where it might be called a port, such trade is also evidence of the potentialities for the development of additional commerce at Los Angeles Harbor.

In the inbound coast-to-coast commerce the food products are a negligible quantity. The outbound coast-to-coast movement of food products consists of shipments to Atlantic and Gulf ports, with beans the largest item and Pacific-Southwest canned goods, including canned fish and canned fruits, second in importance.

Experiments, already carried to successful conclusion, indicate that there is a possibility of developing a rather important outbound coast-to-coast movement of California citrus fruits, including oranges, lemons, and grape fruit, in refrigerator vessels. There is a general feeling existent in this district that trans-continental freight rates have reacted unfavorably to the marketing of California food products of this type and it seems probable that there will be some rather important experiments made in the shipping of this type of product through Los Angeles Harbor and the Panama Canal to determine upon the practicability of using ocean carriers to reduce freight costs, thereby increasing profits or expanding consumptive demands for California fruits.

The shifting of ocean trade channels of the Pacific, such as that involved in the establishment of a direct line between Los Angeles and the Hawaiian Islands, may have a very important effect upon the coast-

Commerce Thru L. A. Harbor
 Domestic Tonnage 1920
 Exclusive of Lumber and Petroleum
 INBOUND



wise commerce in food products. For example, such direct connections may decrease the coastwise business which has hertofore existed in goods which originated in such places as the Hawaiian Islands and were trans-shipped from other Pacific ports of the United States to Los Angeles Harbor as coastwise business. Similarly, goods originating in the Pacific-Southwest will go to the Islands directly, rather than entering coastwise business and being transshipped from other ports. The result will be a changed importance in the divisions of commerce passing through the port, but not in the amount, unless such direct connections built up an increasing trade.

Iron and Steel Products, and Machinery

The iron and steel products, which are the most important products in the inbound coast-to-coast business, consist largely of products used in construction work, machinery and iron pipe used in the oil fields. In fact, iron and steel products, machinery, hardware and electrical goods normally account for well in excess of half of the inbound coast-to-coast business and represent capital goods going into various construction enterprises and enterprises destined to increase the productivity of the Pacific-Southwest.

The iron and steel classifications include iron pipe, iron fittings, pig iron, galvanized iron, forgings, steel plates, steel angles and beams, tin plate, wire nails, wire rope, fence wire, copper wire, plumbing supplies and sanitary porcelain, the business in this line being surprisingly large.

In a sense this coast-to-coast inbound traffic may be likened to the traffic between the eastern seaboard of the United States and Europe during the middle of the nineteenth century, when the United States was importing capital goods for the development of its industrial life. As was the case in this instance, it may be expected that this commerce will eventually lead to an increasing outbound commerce, resulting from the increasing productivity developed through the use of these capital and mechanical goods. This trade is also evidence of the establishment of the Pacific-Southwest as an independent market for these goods in place of the subsidiary market which it was some years ago.

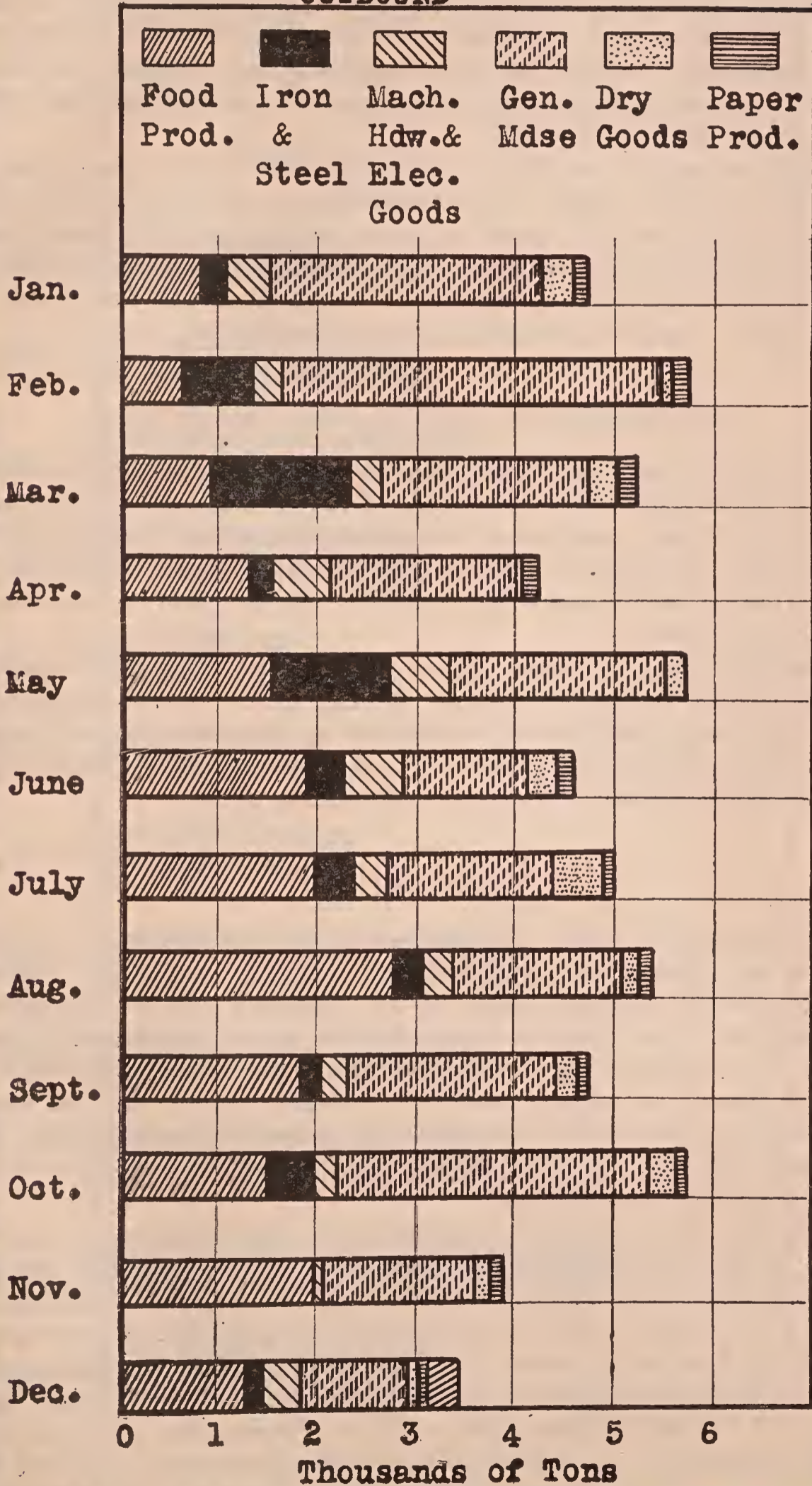
General Merchandise

Such portions of those inbound coast-to-coast goods grouped under the heading of "general merchandise," which do not consist of unclassified goods, such as household goods, consist largely of chemicals, drugs, coal, coke and caustic soda. The unclassified inbound coastwise cargoes consist largely of tobacco, drugs and paint. The outbound coastwise cargoes of this class consist to a great extent of washing powder, talc, cement, empty carriers, soda and roofing materials.

Other Commodities

The trade in paper products is largely inbound, with the most of it inbound coastwise commerce, consisting to a great extent of news print paper imported from the Pacific Northwest, together with printing and wrapping paper and some stationery, tissue and bags.

Commerce Thru L. A. Harbor
 Domestic Tonnage 1920
 Exclusive of Lumber and Petroleum
 OUTBOUND



Domestic shipments of raw textiles through the harbor consists almost exclusively of outbound wool and cotton, with cotton accounting for 76 per cent of this trade, most of which is coast-to-coast business. With the development of the cotton growing industry of the Pacific-Southwest, which is making rapid strides at present, there is every reason to believe that this movement of raw cotton will become increasingly important and also that there will be a tendency to develop a fairly important trade through the port in goods fabricated locally from Pacific-Southwest cotton.

Approximately two-thirds of the business in dry goods, textiles, and toilet articles, which, for convenience, are grouped in the accompanying graphs under the head of Dry Goods, consists of inbound coast-to-coast tonnage, originating in the manufacturing centers of the east and destined for local consumption. Large items of this trade are cotton goods, linoleum, carpets, rugs and soap.

Development Tendencies Illustrated

It can be seen from these general analyses of domestic commerce that it will be easy to read the story of the development of the Pacific-Southwest through analysis of the commerce of Los Angeles Harbor, particularly if funds are available for the development of the port in such a manner as to permit it to retain its proper place in the economic life of the territory.

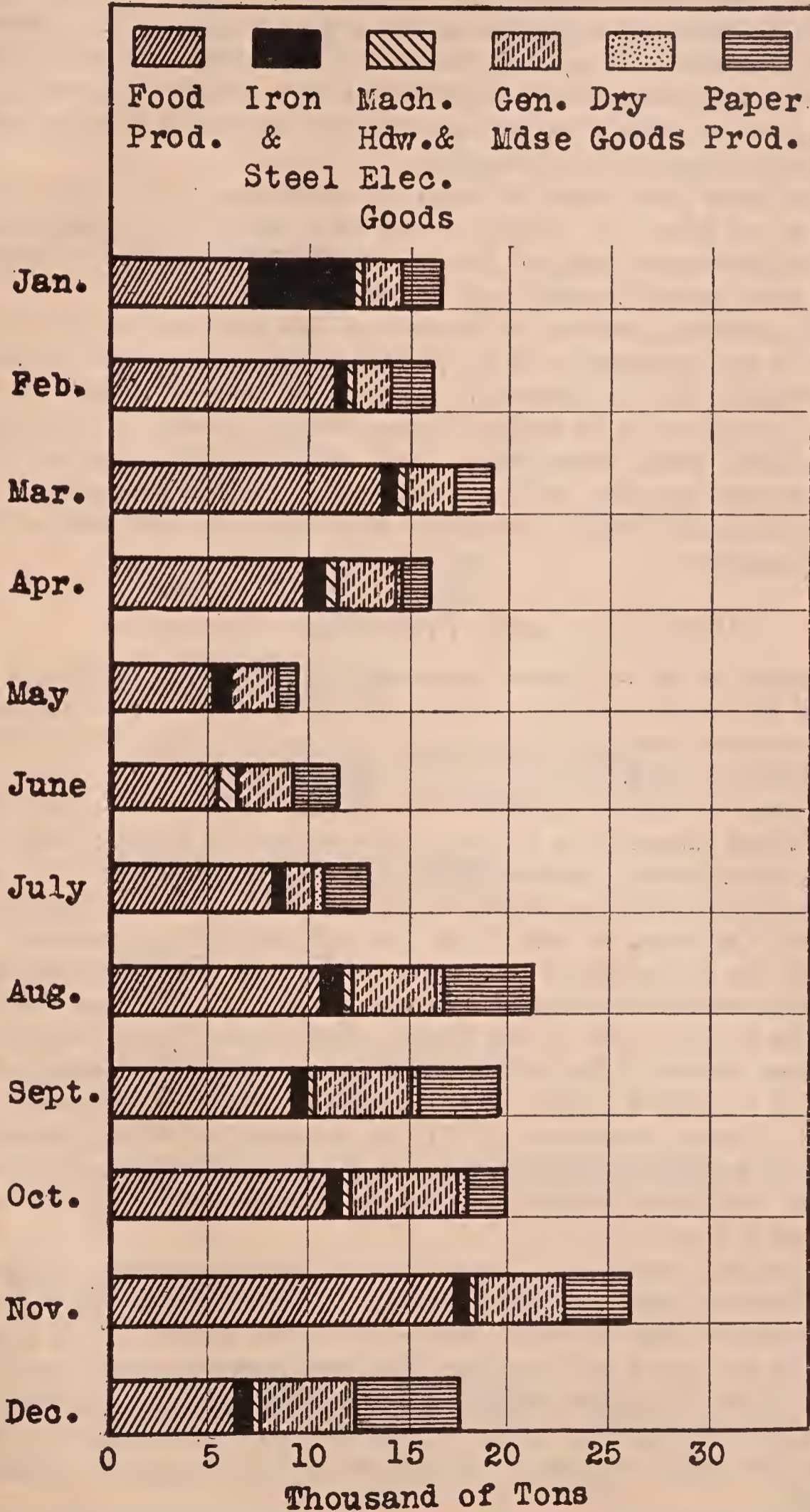
Already the experiences of the years 1920 and 1921 have pointed out clearly the tendencies for the commerce of the Pacific-Southwest to increase steadily and for the expenditure of large sums in the development of the Pacific-Southwest. The future story of the harbor gives promise of providing an even more interesting picture.

Lumber

The remaining items of importance in the commerce of Los Angeles Harbor are lumber and petroleum and petroleum products. Unfortunately, existing statistical data do not segregate lumber shipments to as fine a degree as would be desired by the student of the lumber movement. It may be said in general, however, that the major movement of lumber consists of inbound coastwise commerce in the form of lumber originating in the Pacific Northwest and destined for consumption in the building trades, particularly in that portion of the Pacific-Southwest located in Southern California.

In fact, it is generally conceded that one of the most important items in the development of the Southern California bungalow has been the existence of Los Angeles Harbor, which has permitted the importation of the lumber required for these homes on lumber barges at comparatively low freight rates. The movement of these important quantities of lumber, amounting in 1921 to in excess of 1,000,000 tons and in excess of 600,000,000 board feet, would have materially taxed the transportation facilities of the railroads and this movement could not have been carried to successful completion without port facilities. Obviously

Commerce Thru L. A. Harbor
 INBOUND COASTWISE TONNAGE - 1921
 Exclusive of Lumber and Petroleum



the freight costs on this lumber would have been materially heavier than they were through the use of the harbor and this would have had a retarding influence on the building operations of Southern California cities.

The total inbound coastwise movement of lumber consisted of 614,098,768 board feet of lumber, valued at \$16,940,462 in 1921. Approximately five-sixths of this was classified in the reports available simply as lumber and consisted of Pacific Northwest lumber used mostly in building, with a certain proportion used in the important furniture manufacturing industry of Los Angeles.

The other items were, in order of importance, ties, timber, lath, shingles and poles. In addition, there were some piles, shooks, cross arms and hardwoods received, together with a small amount of cabinet woods from Central America and the Philippines.

The principal problem in connection with the importation of this lumber is the organization of the port in such a manner that the large cargo vessels will have access to deep water berthing spaces and the lumber schooners can be shifted to more interior portions of the harbor on shallower water, inasmuch as most of the lumber is imported in schooners and unloaded at the private docks and lumber yards of the various important lumber companies operating in the metropolitan area of Los Angeles.

Petroleum and Petroleum Products

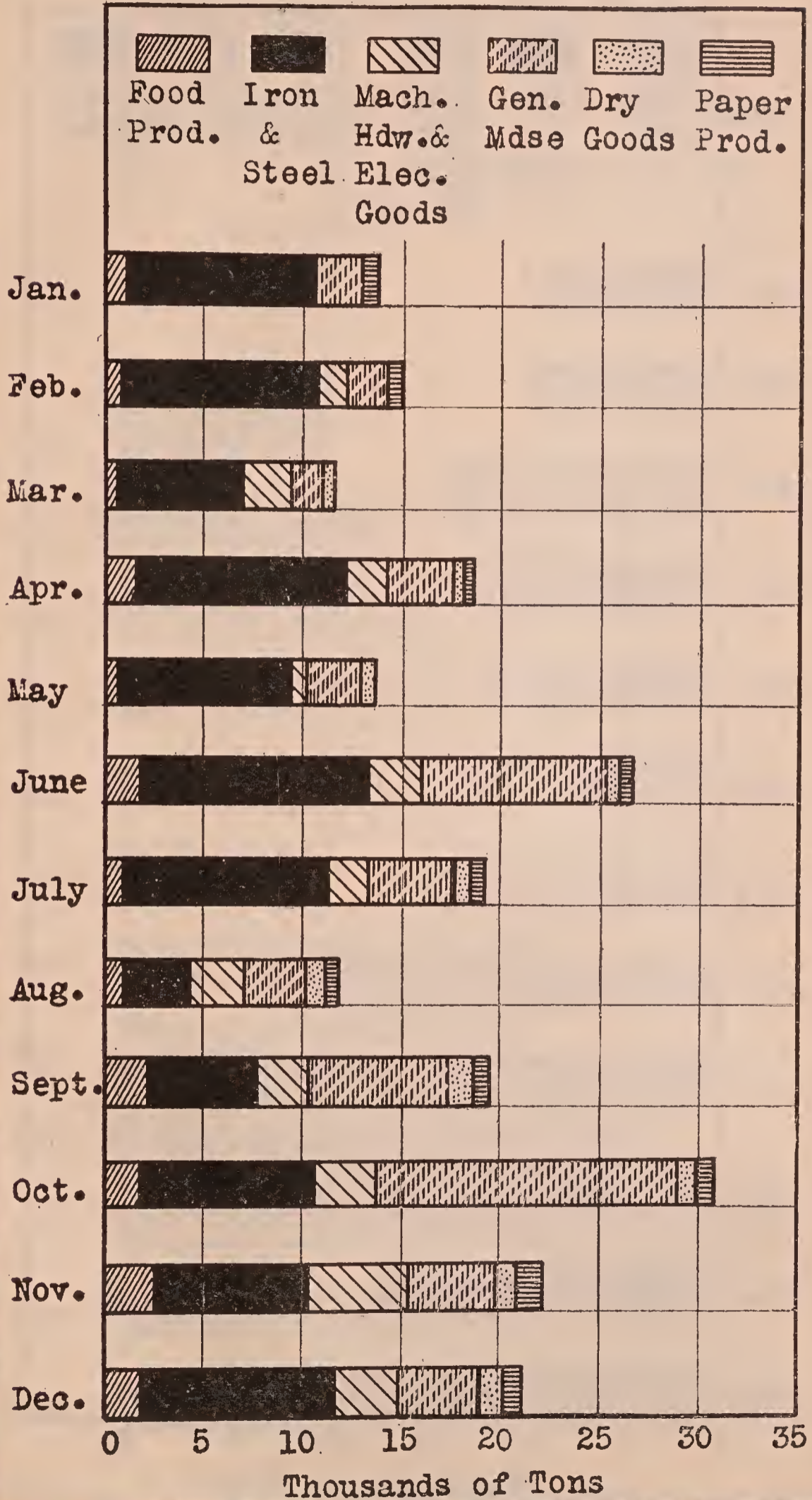
Because of its very great importance to the total commerce of the port it has been deemed advisable to make some rather extensive analyses of the movement of petroleum and petroleum products through Los Angeles Harbor.

It may be seen by a glance at the graphs on pages 82 and 83 that the principal commerce in the petroleum products is outbound and that the outbound domestic movement far outshadows the foreign. It is natural that the outbound movement should be heavier than the inbound as Southern California is one of the heaviest petroleum producing districts of the United States. However, in spite of the predominance of the outbound domestic cargo, consisting largely of petroleum destined for ports farther north on the Pacific Coast of the United States and composed largely of fuel oil, the foreign commerce was valued at in excess of \$7,000,000 in 1921 and is obviously worthy of comment.

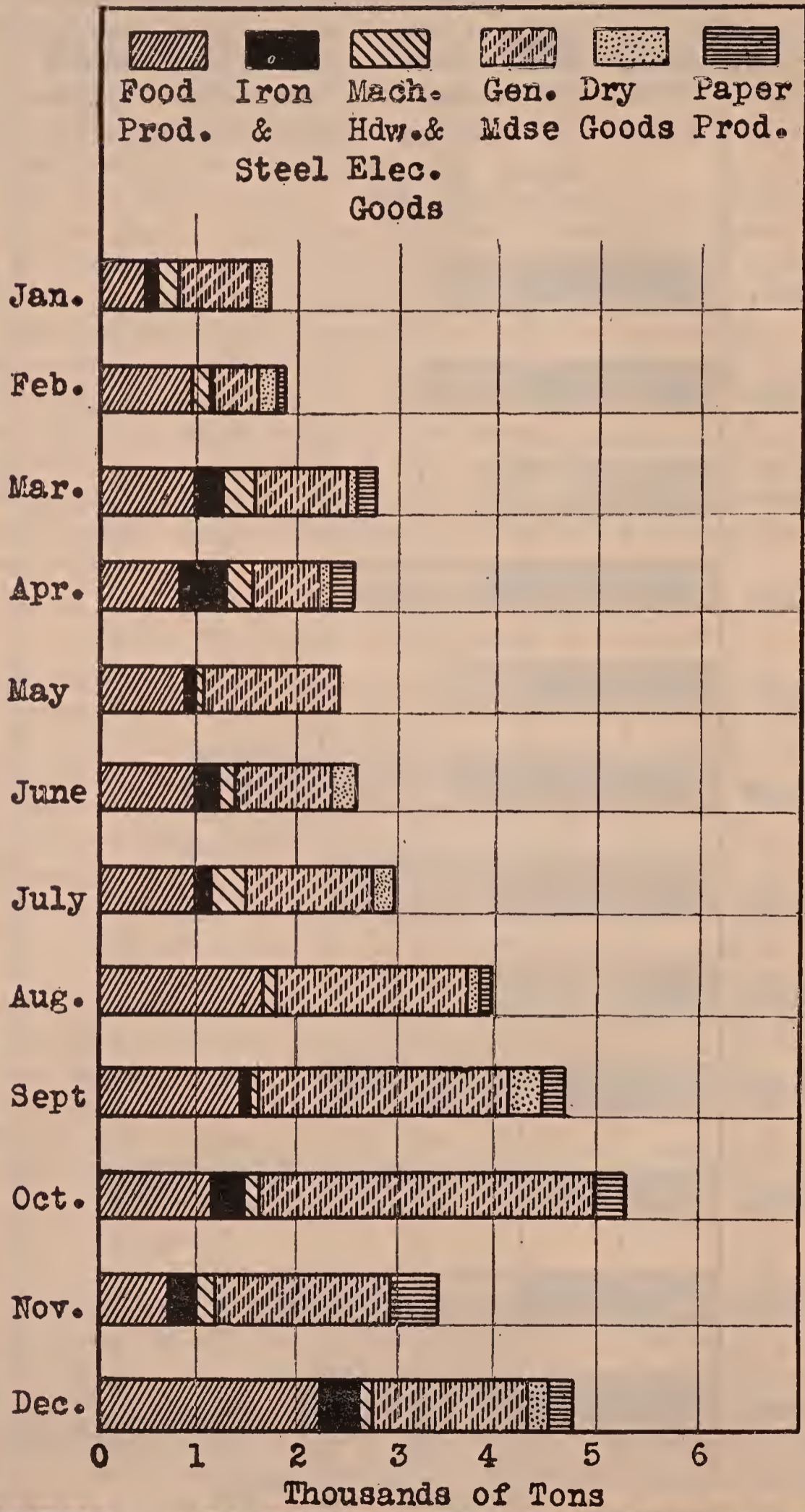
This foreign commerce in 1921 was composed of imports totalling 35,868,000 gallons, of which all was crude oil from Mexico, and exports totalling 84,598,197 gallons, of which approximately 70 per cent consisted of fuel oil.

From the standpoint of value the fuel oil is, of course, relatively less important than from the standpoint of tonnage, although the foreign exports of fuel oil were valued at \$2,510,292 in 1921 out of a total of \$6,839,453 for all petroleum products, with kerosene second, amounting to 21,566,553 gallons, valued at \$3,238,781; gasoline third, amounting to 2,429,667 gallons, valued at \$976,590; and lubricating oil representing the major portion of the balance of 142,355 gallons, valued at \$113,021.

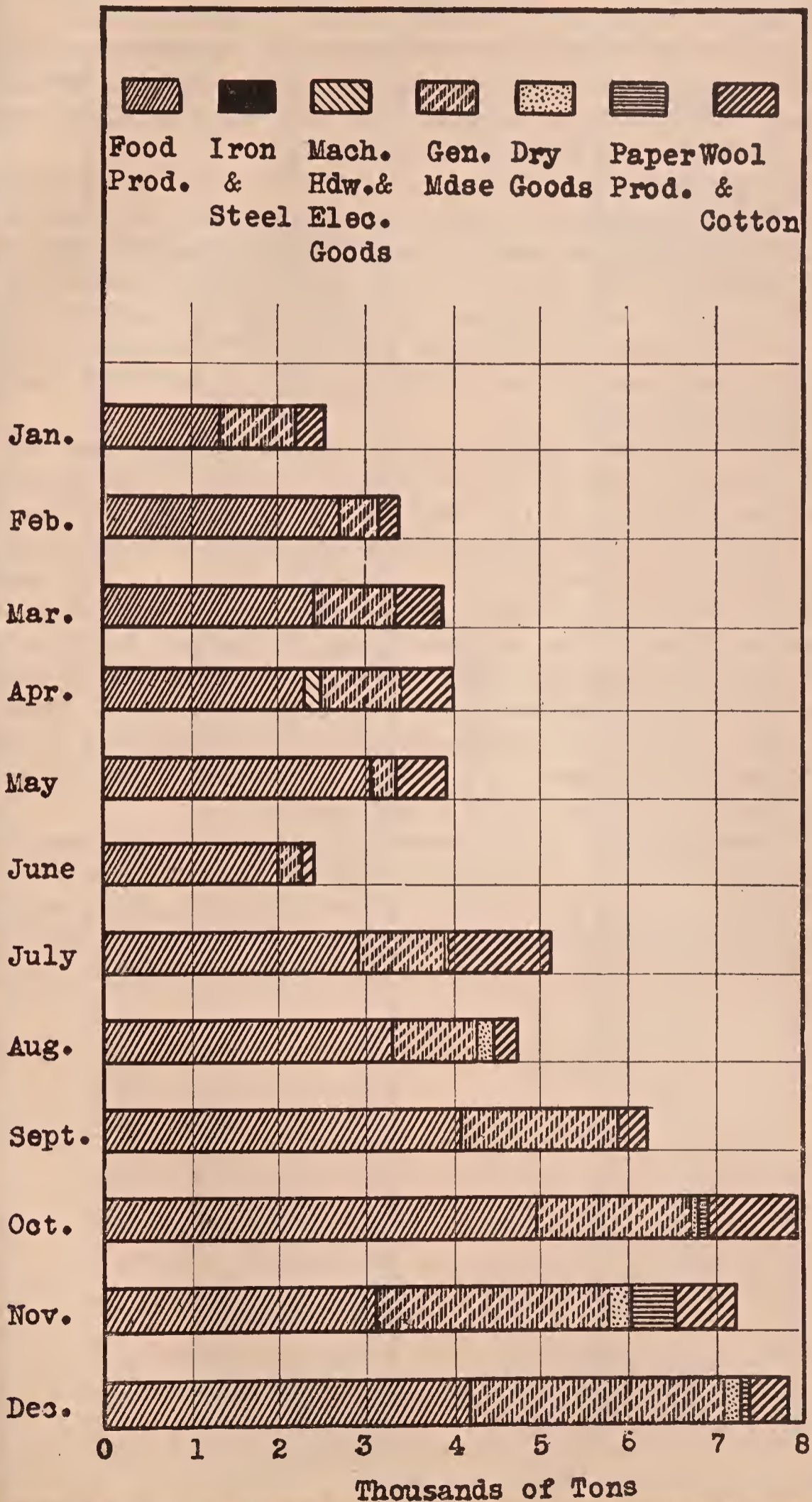
Commerce Thru L. A. Harbor
 INBOUND COAST-TO-COAST TONNAGE - 1921
 Exclusive of Lumber and Petroleum



Commerce Thru L. A. Harbor
 OUTBOUND COASTWISE TONNAGE - 1921
 Exclusive of Lumber and Petroleum



Commerce Thru L. A. Harbor
 OUTBOUND COAST-TO-COAST TONNAGE - 1921
 Exclusive of Lumber and Petroleum



Chile is the most important foreign buyer of fuel oil, with 1921 shipments from Los Angeles Harbor to that country amounting to 18,102,000 gallons, with Canada second, China third, Philippine Islands fourth, Hongkong fifth and Mexico sixth. China and Japan are the most important importers of kerosene, with Hongkong third.

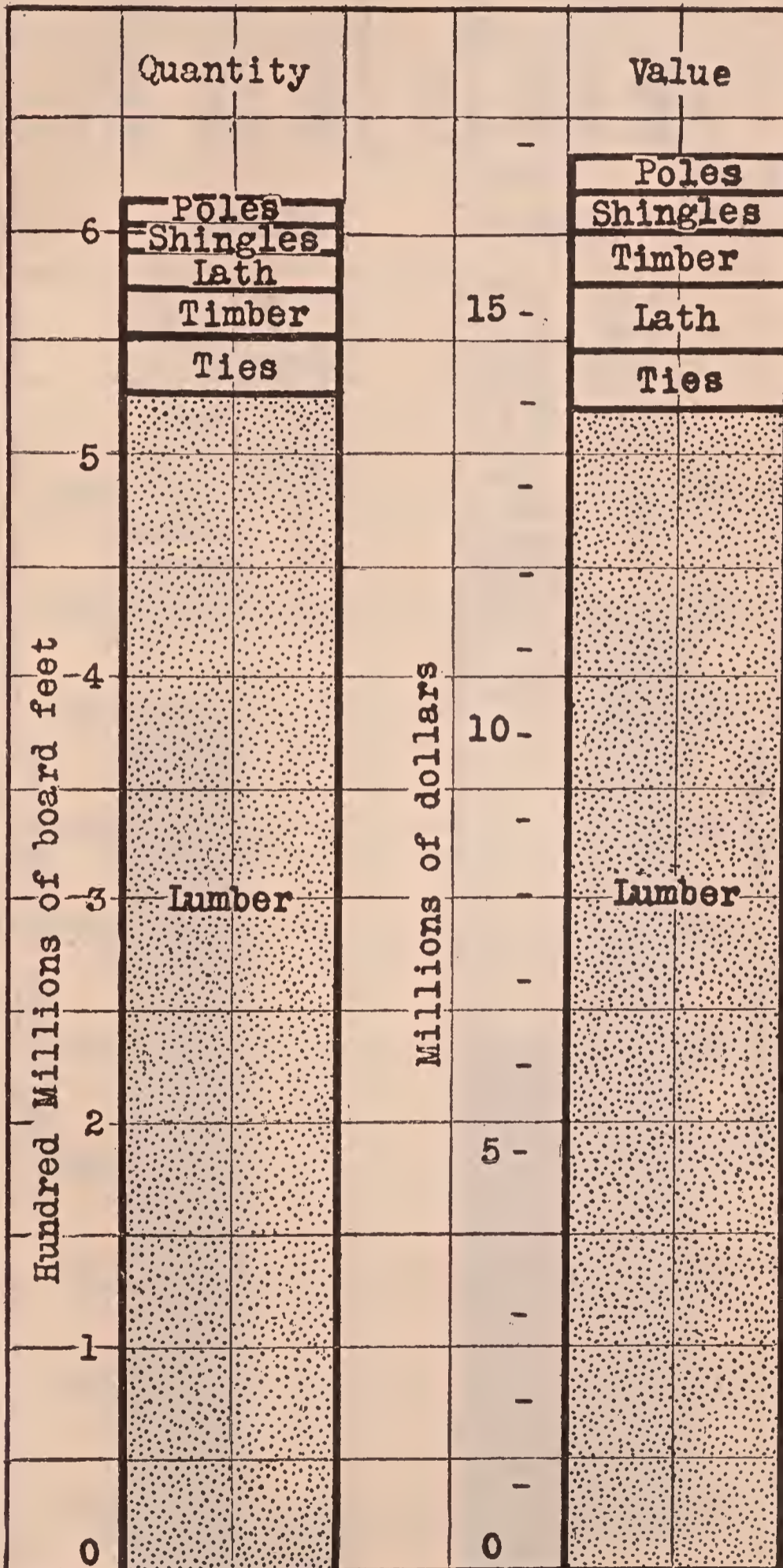
From the standpoint of the total volume of commerce in petroleum and petroleum products China outranks all other countries, because of its heavy importations of kerosene and fuel oil, with Chile second, Canada third, and the Philippine Islands fourth.

From the standpoint of values the countries rank very differently from their relative position judged from the standpoint of tonnage, due to the greater per gallon value of such products as kerosene and gasoline in comparison with fuel oil. As a result, from the standpoint of value, China is our most important customer, with 1921 exports to that country valued at \$1,963,473; Japan second, with purchases valued at \$1,361,644; New Zealand third, Hongkong fourth, Canada fifth, and the Philippine Islands sixth.

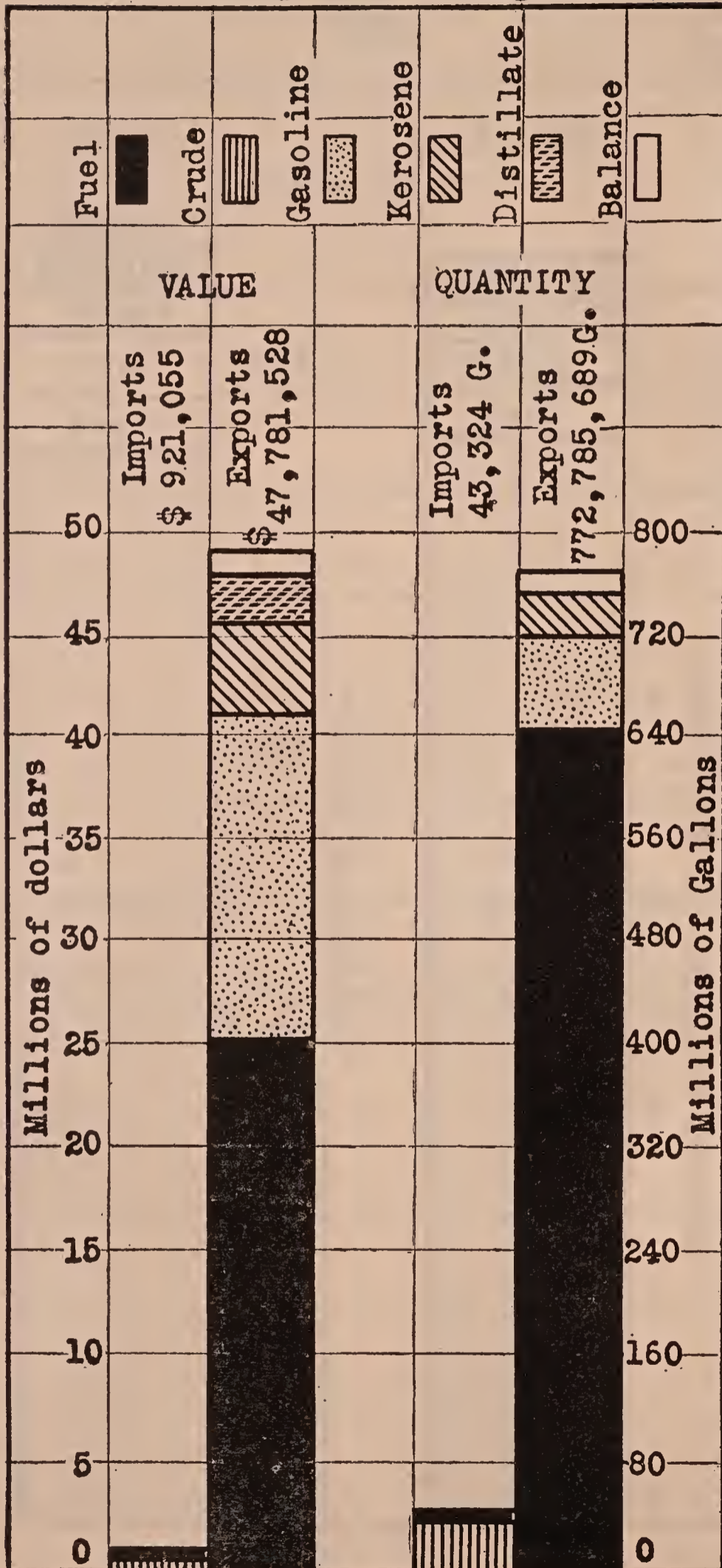
In other words, the Orient in addition to furnishing the best foreign market for general exports, is also the best market for the petroleum and petroleum products of the Pacific-Southwest. In fact, 78 per cent of the petroleum products exported to foreign countries from Los Angeles Harbor went to Oriental and Australasian countries. The remaining 22 per cent of this outbound commerce consists largely of fuel oil destined for Canada, fuel and lubricating oil destined for Chile and Mexico and a small amount of gasoline and fuel oil for Central American ports. The small inbound movement, other than that of crude oil originating in Mexico, consists largely of coastwise shipments of distillate and fuel oil originating at pipe lines terminating at points on the Pacific Coast of California north of Los Angeles.

The inbound coast-to-coast movement is very small and consists of a small amount of fuel oil and lubricating oil from eastern ports imported largely because of the desire of the motorist to use a paraffine base oil. While comparatively unimportant, this oil was valued at in excess of \$133,000 in 1921 and represents shipments of 311,271 gallons.

Commerce Thru L. A. Harbor
Lumber
Inbound Coastwise
1921

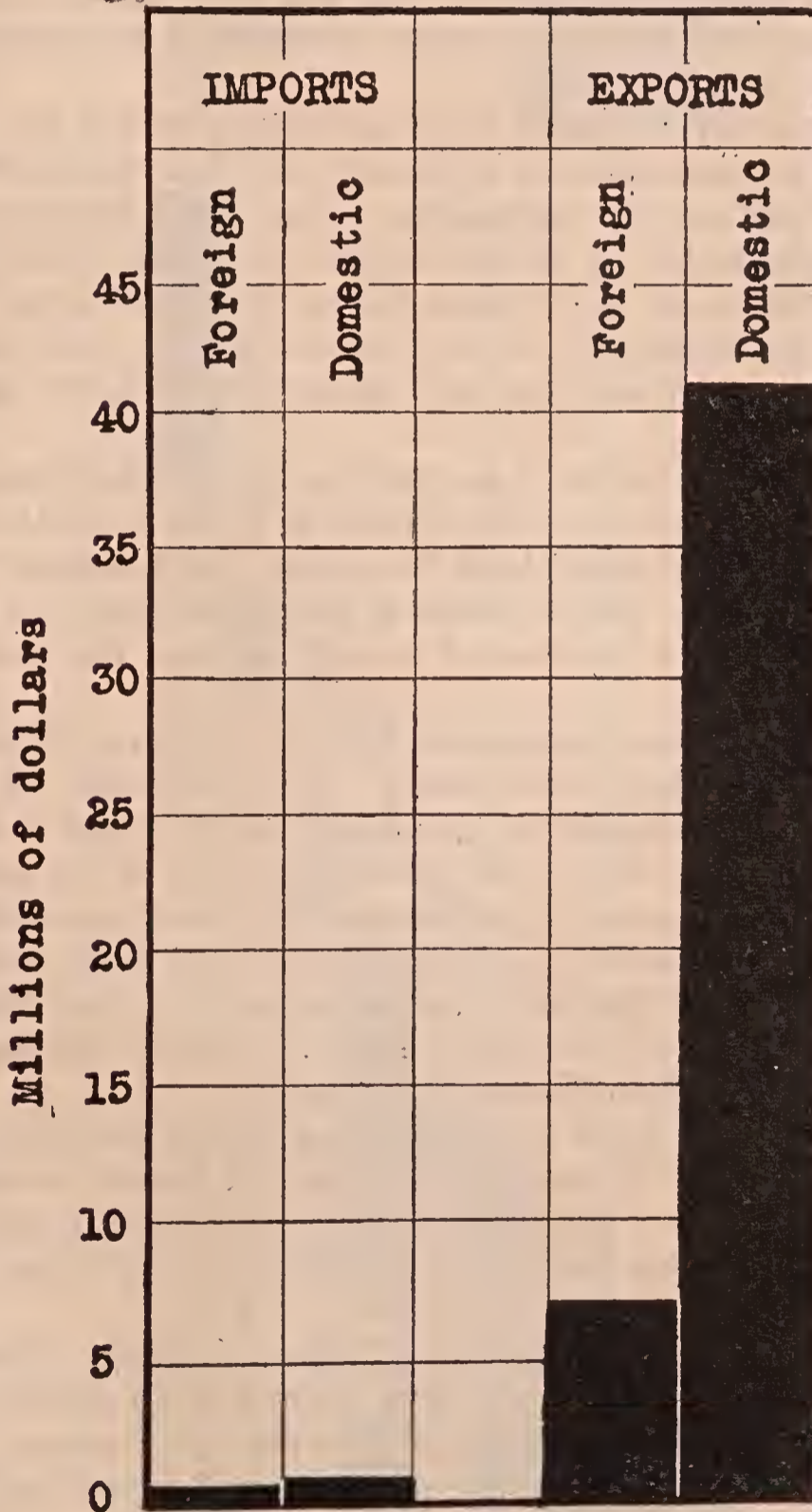


Commerce Thru L. A. Harbor
 Petroleum Products - 1921
 Total Imports and Exports



Commerce Thru L. A. Harbor
 Petroleum Products - 1921
 Foreign and Domestic Movement

Imports		Exports	
Coastwise	\$238,636	Coastwise	
Coast-to-Coast	241,173		\$ 40,235,848
Mexico	441,246	Coast-to-Coast	706,227
		Foreign	6,839,453



MONETARY VALUE OF PORT TO COMMUNITY

This is, in brief, the story of the commerce thru Los Angeles Harbor. It naturally raises a question as to what, from a monetary standpoint, is the value of this commerce and of the harbor to the people of the Pacific-Southwest.

Conservatively estimated, \$100,000,000 represents the annual additional money and credit put into circulation in the community and the money and credit savings, resulting from the existence of Los Angeles Harbor. This annual profit compares with total expenditures on the port by both the Federal Government and the City of Los Angeles of only approximately \$20,000,000, or about one-fifth of the annual gross income which the port provides.

It is conservatively estimated that each ship entering Los Angeles Harbor causes the expenditure of at least \$1,000 that would not otherwise have been spent in this community. That this estimate is ultra-conservative, as illustrated by the fact that in some cases there has been as much as \$15,000 spent by a vessel during its stay in Los Angeles Harbor for ordinary expenditures and when the vessels load fuel oil for bunkerage their expenditures for this single item will run anywhere from \$5,000 to \$50,000.

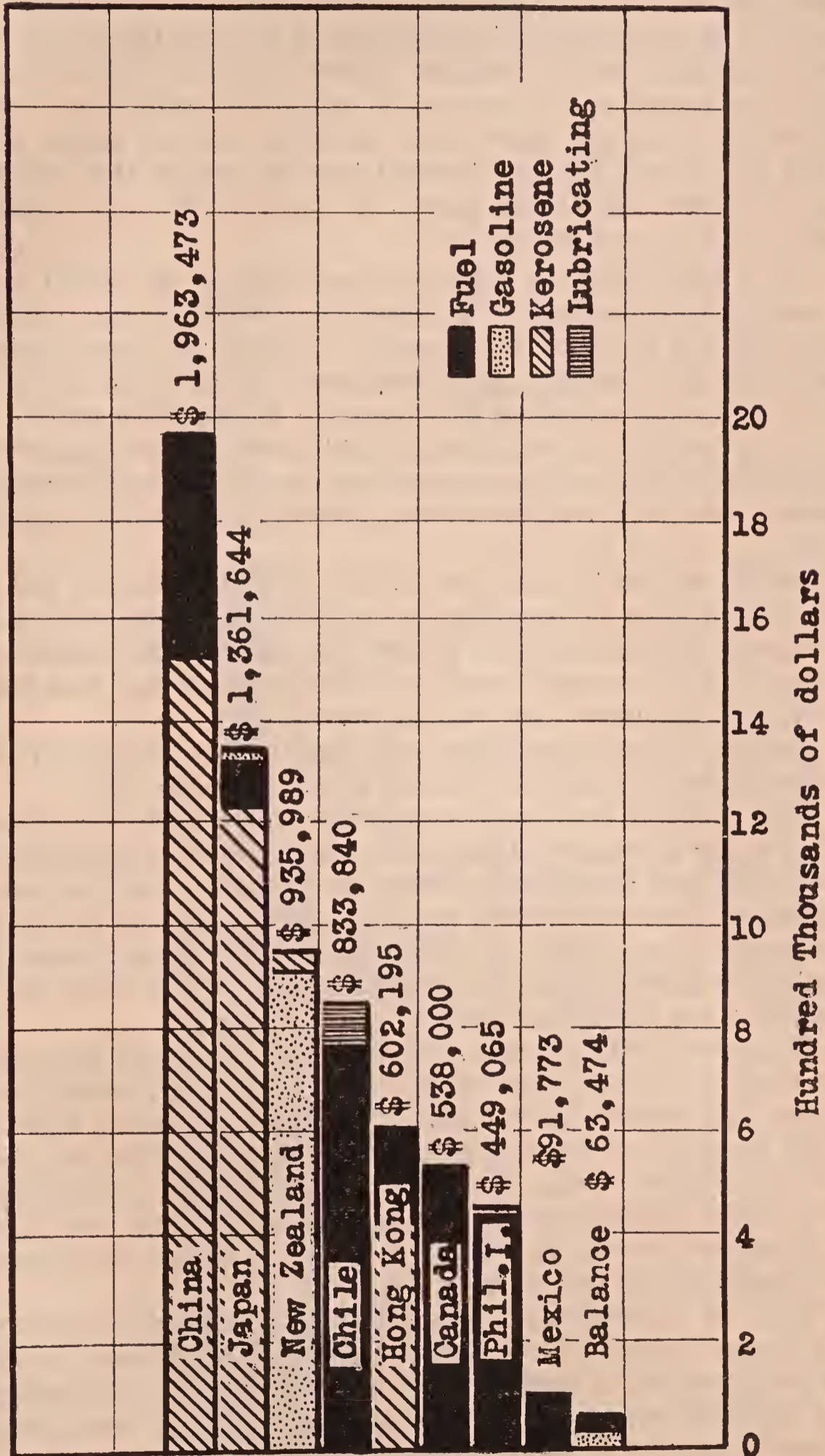
During 1921 there were 3,143 commercial vessels which entered the port and during the last five months there was never a month in which there were not, on an average, at least ten vessels which entered the port every day, so that there was in excess of \$3,000,000 spent for supplies and labor directly by the commercial vessels entering the port of Los Angeles in 1921.

This does not take into consideration the expenditures of the Pacific Fleet of the United States Government. It is estimated on reliable authority that the Fleet spends on an average of \$3,000,000 a month in the port territory. One-half of this amount consists of the pay to the men and officers, exclusive of allotments, most of which is spent in this community, and the remaining half represents money spent for various supplies. In other words, the Navy is spending not less than \$35,000,000 a year in the territory surrounding the port. Without the harbor not one cent of this money would enter this district.

Due to the fact that Navy officers are practically universally of the opinion that Los Angeles Harbor is by far the best harbor on the Pacific Coast for the home port of the Navy, due to its easy access, lack of fog, etc., it may be anticipated that this item will be a continuing item of expenditure.

In addition, there is a payroll of approximately \$350,000 per month, or \$4,200,000 a year, at the port for the 2,000 people engaged in loading and unloading of vessels, maintenance of wharves, etc., and the uptown offices of the steamship companies will spend another half million dollars a year in payroll.

Commerce Thru L. A. Harbor
 Petroleum Products - 1921
 Destination of Foreign Exports
 Value in Dollars



There is also a considerable item of expenditure for ship repairs, so that it may be conservatively estimated that there is at least \$45,000,000 a year actually spent in this community which would not be spent if it were not for Los Angeles Harbor.

The direct savings resulting from the existence of the port should properly be considered as profit due to the existence of the port. That these savings are enormous is illustrated by the fact that if the lumber which is brought into Los Angeles Harbor from the Pacific-Northwest were to be carried by rail instead of water, the freight cost would be increased one cent per board foot. As there were in excess of 614,000,000 board feet of lumber brought into the port in 1921 this means that the lumber bill of the people of this territory was reduced by \$6,140,000 because of the harbor.

It has been estimated that the average saving on freight rates in the coast-to-coast business is not less than \$10.00 per ton, and sometimes may run to twice this amount. Taking the lower figure the freight saving in this division of commerce, as the result of the existence of the harbor, amounted to in excess of \$3,300,000 in 1921.

If the savings on petroleum freight rates is very conservatively estimated at \$5.00 a ton, this means that the port reduced the Southern California petroleum and petroleum products freight bill by \$13,420,000 in 1921.

Freight savings in coastwise business, other than lumber and petroleum, probably ran to something in excess of \$2,000,000 last year.

Upon this basis the 1921 freight bill paid by the people of this territory on their domestic trade was reduced by not less than \$25,000,000 through the use of Los Angeles Harbor.

The total direct expenditures and direct savings resulting from the port consequently amounted in excess of \$70,000,000 in 1921.

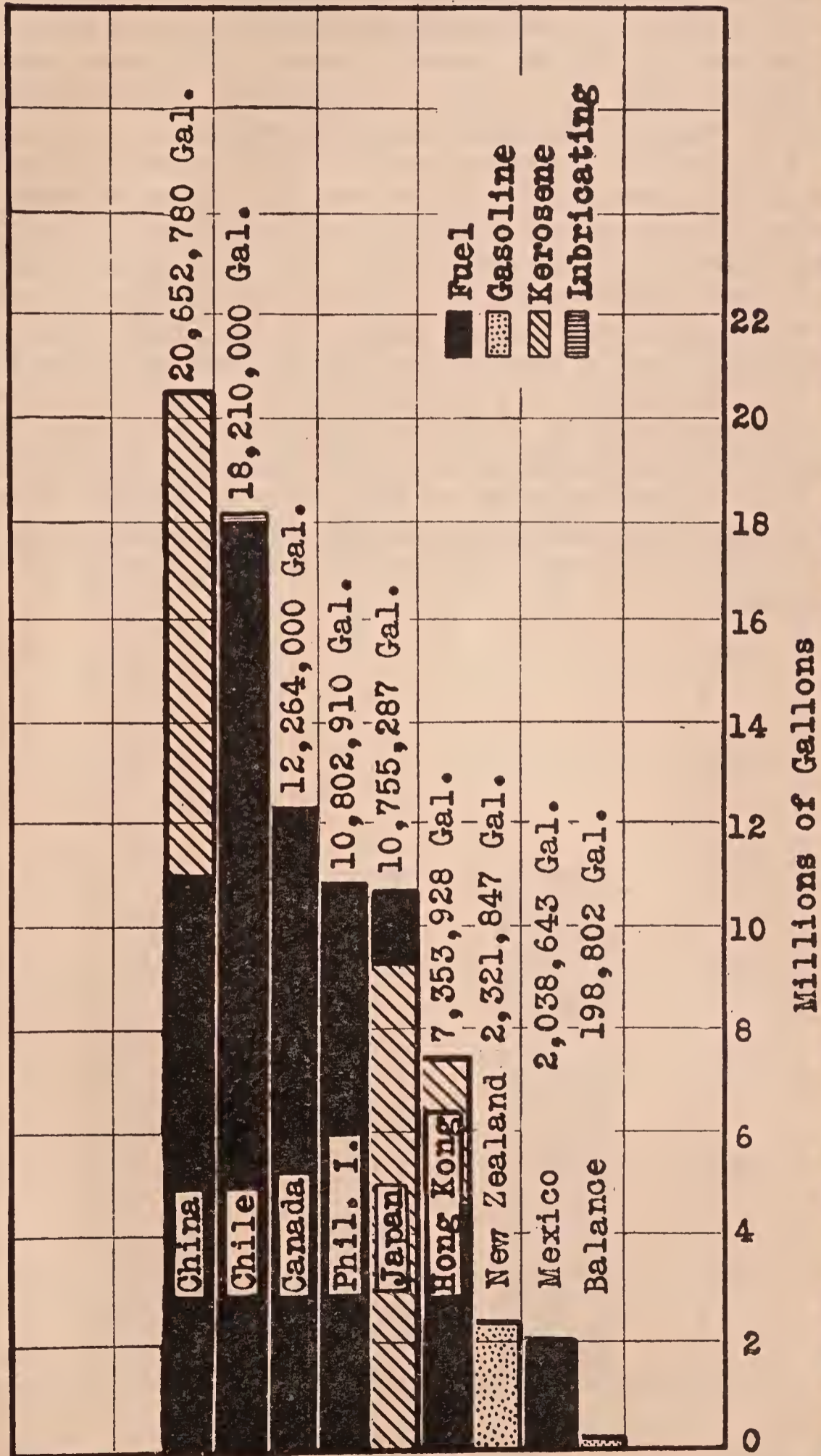
These items do not take into consideration the normal profits on the goods passing through the harbor, the sums spent in bringing this commerce to the port or moving it inland, the wages of those producing the commodities shipped out of the port or those handling the selling of the commodities shipped into the port, or the profits, wages, construction work, etc., resulting from the additional trade which would not have existed if there had been no port.

It is only fair to estimate that these items of profit total at least 15 per cent of the total value of the commerce passing through the port, or more than \$30,000,000 in 1921. With this figure added to the \$70,000,000 already mentioned it can be seen that the direct and indirect returns to people of this community, resulting from the existence of Los Angeles Harbor, exceed \$100,000,000 per annum, and that the benefit accrues directly to practically every person actively engaged in the economic life of this district.

With the present rapid expansion in the commerce of the port, there is every reason to believe that this figure will amount to at least \$200,000,000 within a comparatively short time if the community provides sufficient financial support to permit sufficiently rapid expansion of harbor facilities to take care of the ever increasing business.

If the harbor is bringing in or saving the people of this community

Commerce Thru L. A. Harbor
 Petroleum Products - 1921
 Destination of Foreign Exports
 Volume in Gallons

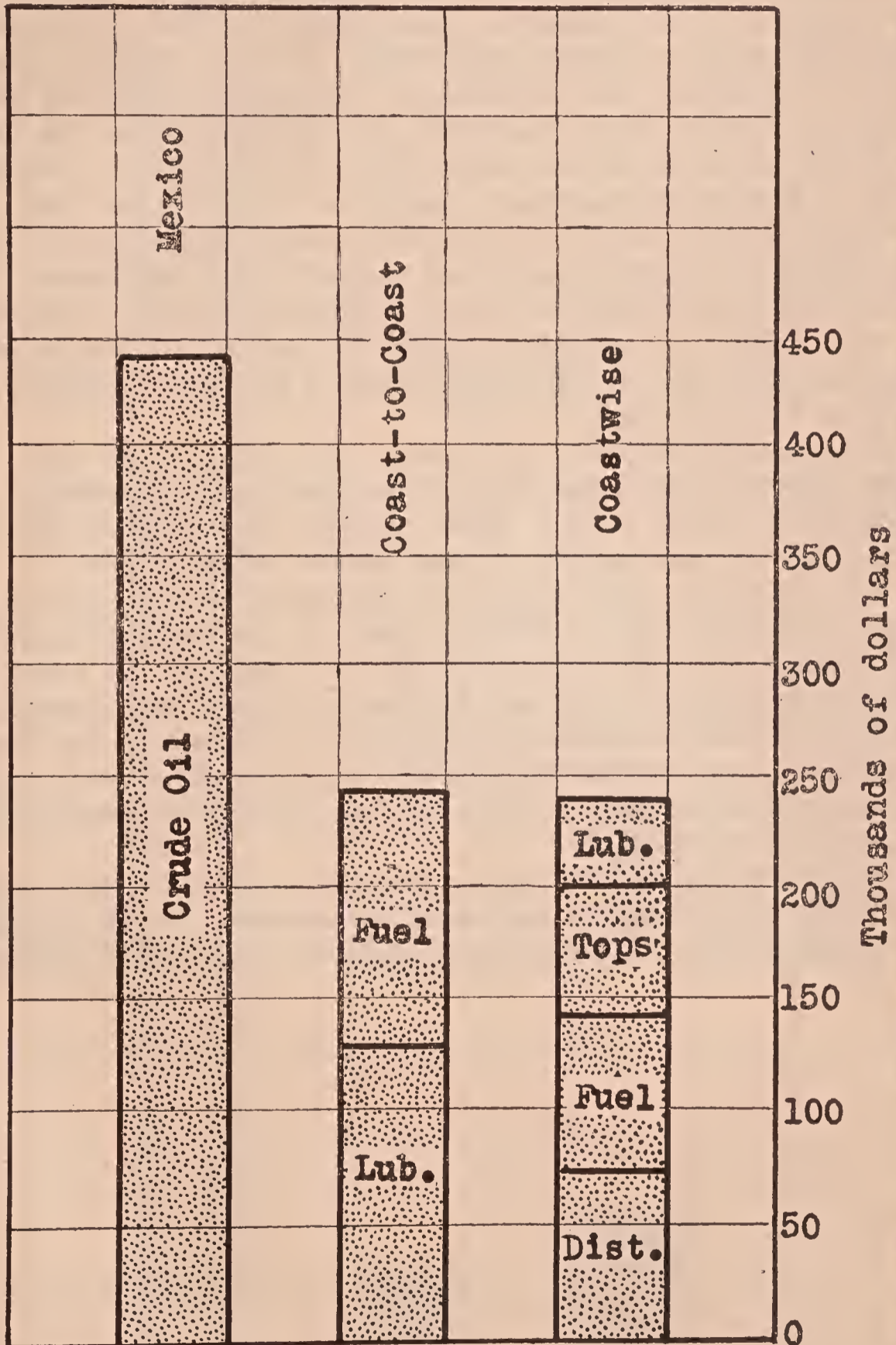


\$100,000,000 a year and the profit on this amounts to only 10 per cent of the total, then the port is paying for itself every two years, through direct returns into the pockets of the taxpayers who have provided the funds for port development.

The above analysis does not take into consideration the fact that the city of Los Angeles, through the ownership of its harbor, has, by the direct expenditure of approximately \$9,000,000 and Federal aid of approximately \$11,000,000, created a property which has a present day conservative value of in excess of \$40,000,000, with every indication that this value will continue to increase steadily.

A particularly important feature of the monetary value of this port to the community lies in the fact that the major direct benefit accrues to the community that has provided the funds for port development. Most of the other ports of the Pacific Coast of the United States are in many respects primarily important as trans-shipping points for goods destined for the eastern seaboard of the United States or originating in the eastern portion of the United States and destined for the Orient. The commerce of Los Angeles Harbor is primarily exportation of goods originating in the Pacific-Southwest or importation of goods destined for consumption in the Pacific-Southwest, so that practically all of the savings and profits resulting from the existence of the port and its water borne commerce go directly into the pockets of the people of the Pacific-Southwest, particularly those in the metropolitan area of Los Angeles.

Commerce Thru L. A. Harbor
 Petroleum Products - 1921
 Origin of Imports
 Value in Dollars



CONCLUSION

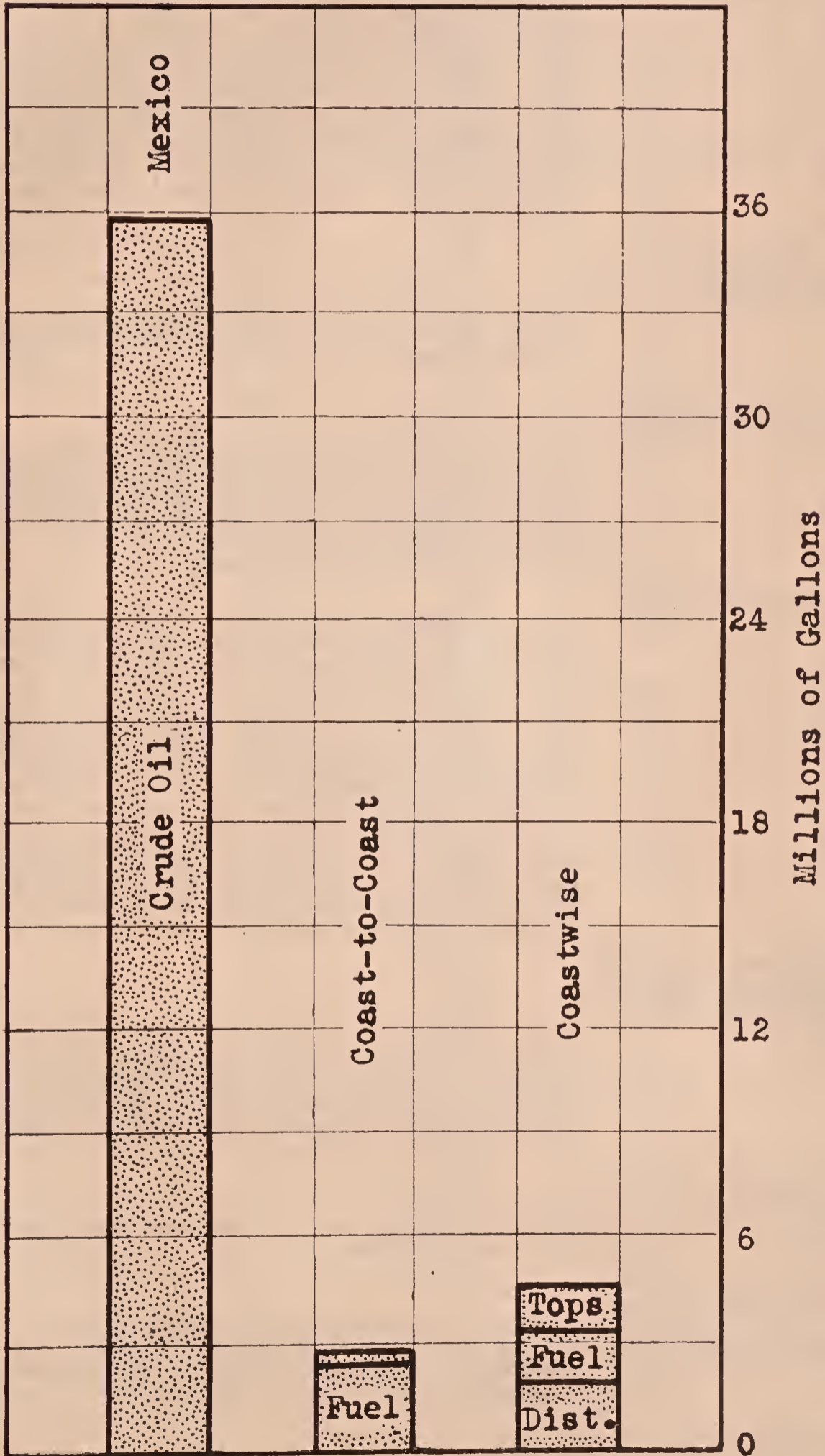
Obviously, an analysis such as this can picture only the very general tendencies of the commerce of Los Angeles Harbor. It should be sufficient, however, to prove conclusively, not only that Los Angeles Harbor is important and is becoming increasingly important in the economic life of the Pacific-Southwest, but that it furnishes the key to the means for increasing the productivity, prosperity and consumptive ability of the Pacific-Southwest; that it is in reality the front door through which the products of this great western empire can be moved to market most advantageously and through which consumable commodities and commodities for further fabrication may be imported at the least expense. It should be sufficient to prove that this harbor is indeed the front door at which opportunity is knocking vigorously, not only once, but every day.

In the Pacific-Southwest we stand on the verge of a new era. Our tourist business is important and will continue to be important in our economic life, but it is, in a sense, parasitic, and is based upon the earnings and the productivity of other sections of the country.

Our agricultural life furnishes the back-bone for our economic life today and will continue to retain its place in our community, but we have reached the point where the fat of prosperity can come only through a broader diet and that diet can be secured only through the fabrication within the Pacific-Southwest of the products of the Pacific-Southwest for the profit of the people of the Pacific-Southwest, and the most economical distribution of the products which must necessarily be imported into this territory.

The harbor, as has been shown, furnishes the key for this development, which will strengthen the present day tendency toward the unification and coordination of the economic activities of the Pacific-Southwest.

Commerce Thru L. A. Harbor
Petroleum Products - 1921
Origin of Imports
Volume in Gallons



COMMODITIES ENTERING CLASSIFICATIONS OF COMMERCE THRU LOS ANGELES HARBOR

Food Products

Apricot kernels, baking powder, beans, butter, canned goods, cheese, chocolate, chewing gum, coconuts, coffee, cotton seed oil, candy and confectionery, dried fruit, eggs, fish, flavoring extracts, flour, fruit, groceries, honey, jams and jellies, lard, lard substitutes, liquors n. o. s., liquors alcoholic, malt, mineral water, nuts—edible, oleomargerine, olives, olive oil, peanuts, pickles, potatoes, rice, sauce—table, sausage casings, soda bicarbonate, sugar, spice, syrup, tapioca, tea, vegetable oil, vegetables—dried, vegetables—fresh, vinegar.

Iron, Steel, Lead Tin and Other Metal Products

Boilers and parts, brass, copper, iron, lead, lead pipe, metals, solder, steel, tin, tin manufactures, tin oxide, tin plate, zinc.

Hardware, Machinery and Electrical Goods

Agricultural implements, ammuniton, autos, auto accessories, baby carriages, bath tubs, batteries, brass goods, copper wire, electrical goods, gas logs, gas stoves, hardware, lawnmowers, motorcycles, plumbing supplies, radiators, refrigerators, machinery, washboards, washing machines, water meters, wringers, wire and wire products, vehicles.

General Merchandise

Acids, ammonia, asbestos fibre, asphalt, auto tires and tubes, borax, bottle caps, brick, calcium carbide, cattle, cement, cotton seed meal, charcoal, chemicals, china ware, coal and coke, cork, clay, crockery, drugs, dog biscuits, earthenware, enamelware, felt, fibre, films, fish cake, empty barrels, empty drums, etc., furniture, glass n. o. s., glassware, glue, infusorial earth, hay, horses, household goods, leather, linseed oil, lime, lithophone, livestock, n. o. s., marble, matches, meal and mill feed, merchandise n. o. s., moss, musical instruments, oakum, pitch, paint, photo goods, poultry food, roofing, rope, rosin, rubber (crude), rubber hose, seeds, soda n. o. s., soda ash, soda nitrate, soda silicate, etc., starch, stone, tallow, tents, title, shoe blacking, stove polish, slate, shells, ship chandlery, tobacco, turpentine, washing powder, varnish, tar, talc, celite.

Dry Goods Clothing, Textiles Toys, Toilet Articles and Notions

Bags and burlap, carpets and rugs, clothing, cotton goods, cotton waste, dry goods, leather goods, notions, linoleum, oil cloth, rags, rubber goods, shoes, perfumery, soap, silk, silk manufactures, suspenders and garters, surgical dressings, toilet supplies, toys, twine, woolen goods, woolen yarn.

Lumber and Wood Products

Excelsior, wood sulp, woodenware, lumber, hardwood and cabinet woods.

Paper, Paper Products and Printers Supplies

Books, ink, paper, paper products and paste.

Petroleum Products

Grease, oil, tops, crude oil, fuel oil, gasoline, kerosene, etc.

Wool and Vegetable Fibers

Wool, cotton—raw, flax, hemp, kapoc.

NOTE—n. o. s. (not otherwise specified).

**DOMESTIC COMMERCE THRU LOS ANGELES HARBOR
VALUE AND TONNAGE, 1920***

FOOD PRODUCTS

	Inbound	Outbound	Total
Tons.....	125,229	18,321	143,550
Percentage	8.1%	.9%	.4%
Value.....	27,424,285	4,178,579	31,602,864
Percentage	24.8%	8.1%	19.5%

IRON, STEEL, LEAD, TIN AND OTHER METAL PRODUCTS

	Inbound	Outbound	Total
Tons.....	33,641	5,571	39,212
Percentage	2.1%	.27%	1.1%
Value.....	4,542,535	600,450	5,142,985
Percentage	4.1%	1.2%	3.2%

HARDWARE, MACHINERY AND ELECTRICAL GOODS

	Inbound	Outbound	Total
Tons.....	13,397	4,707	18,104
Percentage .....	.9%	.23%	.5%
Value.....	8,279,127	3,323,070	11,602,197
Percentage	7.5%	6.5%	7.2%

GENERAL MERCHANDISE

	Inbound	Outbound	Total
Tons.....	59,031	24,872	83,903
Percentage	3.6%	1.2%	2.3%
Value.....	20,848,181	5,576,975	26,425,156
Percentage	19.0%	10.6%	16.3%

DRY GOODS, TEXTILES AND CLOTHING

	Inbound	Outbound	Total
Tons.....	6,171	3,007	9,178
Percentage .....	.4%	.15%	.2%
Value.....	11,234,540	2,880,840	14,115,380
Percentage	10.3%	5.6%	8.7%

LUMBER

	Inbound	Outbound	Total
Tons.....	1,200,225	1,780	1,202,005
Percentage	77.4%	.08%	33.5%
Value.....	27,194,966	139,183	27,334,149
Percentage	24.5%	.27%	16.9%

PAPER PRODUCTS

	Inbound	Outbound	Total
Tons.....	34,085	1,310	35,395
Percentage	2.2%	.06%	1.0%
Value.....	9,446,530	304,755	9,751,285
Percentage	8.6%	.58%	6.0%

PETROLEUM PRODUCTS

	Inbound	Outbound	Total
Tons.....	82,570	1,975,736	2,058,306
Percentage	5.3%	97.1%	57.4%
Value.....	1,178,779	34,354,992	35,553,771
Percentage	1.05%	66.7%	21.9%

WOOL AND COTTON

	Inbound	Outbound	Total
Tons.....	221	378	599
Percentage	----	----	----
Value.....	166,070	233,600	399,670
Percentage .....	.15%	.45%	.3%
Total Tons.....	1,554,570	2,035,682	3,590,252
Total Percentage	100%	100%	100%
Total Value.....	110,315,013	51,592,444	161,907,457
Total Percentage	100%	100%	100%

*The percentage figures appearing under Value and Tonnage refer to the proportion which these amounts bear to the total division in which they appear. For example, 8.1% under tons of food products inbound represents the proportion of food products to total inbound domestic tonnage.

**DOMESTIC COMMERCE THRU LOS ANGELES HARBOR
VALUE AND TONNAGE, 1921***

FOOD PRODUCTS					
	Inbound Coastwise	Inbound Coast-to-Coast	Outbound Coastwise	Outbound Coast-to-Coast	Total
Tons.....	115,361	16,078	13,167	36,145	180,751
Percentage	9.62%	6.87%	.5%	36.68%	4.28%
Value.....	16,114,133	3,429,441	2,720,342	6,235,440	28,499,356
Percentage	25.4%	6.6%	5.3%	44.8%	15.8%
IRON, STEEL, LEAD, TIN AND OTHER METAL PRODUCTS					
	Inbound Coastwise	Inbound Coast-to-Coast	Outbound Coastwise	Outbound Coast-to-Coast	Total
Tons.....	10,155	100,040	2,544	160	112,899
Percentage .....	.83%	42.75%	.1%	.16%	2.68%
Value.....	2,629,015	13,845,056	374,065	41,560	16,889,696
Percentage	4.1%	26.8%	.7%	.3%	9.5%
MACHINERY, HARDWARE AND ELECTRICAL GOODS					
	Inbound Coastwise	Inbound Coast-to-Coast	Outbound Coastwise	Outbound Coast-to-Coast	Total
Tons.....	4,267	28,701	2,305	444	35,717
Percentage .....	.35%	12.25%	.09%	.45%	.9%
Value.....	3,197,870	11,930,835	1,888,950	223,000	17,240,655
Percentage	5.0%	23.2%	3.7%	1.7%	9.5%
GENERAL MERCHANDISE					
	Inbound Coastwise	Inbound Coast-to-Coast	Outbound Coastwise	Outbound Coast-to-Coast	Total
Tons.....	41,276	60,091	17,029	14,661	133,057
Percentage	3.47%	25.62%	.6%	14.85%	3.1%
Value.....	12,225,759	10,364,982	3,746,774	2,419,304	28,756,819
Percentage	19.3%	20.1%	7.3%	17.5%	15.9%
DRY GOODS, CLOTHING AND TEXTILES					
	Inbound Coastwise	Inbound Coast-to-Coast	Outbound Coastwise	Outbound Coast-to-Coast	Total
Tons.....	2,665	8,904	1,737	723	14,029
Percentage .....	.22%	3.8%	.07%	.73%	.3%
Value.....	3,182,443	8,831,085	1,916,475	164,400	14,094,403
Percentage.....	5.0%	17.1%	3.7%	1.2%	7.8%
LUMBER					
	Inbound Coastwise	Inbound Coast-to-Coast	Outbound Coastwise	Outbound Coast-to-Coast	Total
Tons.....	1,009,266	1,087	1,327	-----	1,011,680
Percentage	81.4%	.47%	.05%	-----	24.0%
Value.....	16,940,462	57,660	19,298	-----	17,017,420
Percentage.....	26.7%	.1%	.05%	-----	9.4%
PAPER PRODUCTS					
	Inbound Coastwise	Inbound Coast-to-Coast	Outbound Coastwise	Outbound Coast-to-Coast	Total
Tons.....	30,792	7,882	1,708	756	41,138
Percentage	2.62%	3.36%	.06%	.78%	.98%
Value.....	8,849,075	2,897,940	416,550	25,399	12,188,964
Percentage	13.8%	5.6%	8.0%	.2%	6.7%
PETROLEUM PRODUCTS					
	Inbound Coastwise	Inbound Coast-to-Coast	Outbound Coastwise	Outbound Coast-to-Coast	Total
Tons.....	16,627	11,230	2,616,721	39,615	2,684,193
Percentage	1.47%	4.8%	98.52%	40.15%	63.6%
Value.....	276,552	285,603	40,243,298	736,758	41,542,211
Percentage .....	.4%	.5%	78.3%	5.3%	23%
WOOL AND COTTON					
	Inbound Coastwise	Inbound Coast-to-Coast	Outbound Coastwise	Outbound Coast-to-Coast	Total
Tons.....	328	38	107	6,214	6,687
Percentage .....	.02%	-----	-----	6.2%	.16%
Value.....	170,360	21,600	72,200	4,048,170	4,312,330
Percentage .....	.3%	.04%	.15%	29.0%	2.4%
Total Tons.....	1,230,737	234,051	2,656,645	98,718	4,220,151
Total Percentage ..	100%	100%	100%	100%	100%
Total Value.....	63,585,669	51,664,202	51,397,952	13,894,031	180,541,854
Total Percentage ..	100%	100%	100%	100%	100%

*The percentage figures appearing under Value and Tonnage refer to the proportion which these amounts bear to the total division in which they appear. For example, 9.62% under tons of food products inbound coastwise represents the proportion of food products to total inbound coastwise tonnage.

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