

Within three days of Philadelphia by railroad it is possible to reach the principal cities in a territory in which live 63,413,047 persons—fifty-two percent of the total population, who have an annual spendable income amounting to \$54,653,268,000—sixty-four percent of the total for the country. Similar considerations hold for fourth day delivery, the territory involved embracing 83,312,385, or sixty-nine percent of the total population of the United States and annual spendable incomes totaling \$63,961,557,000, or seventy-five percent of the national total.

	R.R. Freight Area Third Day	United States	
		Total	%
Area (sq. mi.) ..	329,100	2,973,774	11.1
Population	63,413,047	121,572,000	52.2
Spendable Income	\$54,653,268,000	\$85,680,000,000	63.8
Industrial			
Establishments ..	139,618	195,000	71.6
Wage Earners	6,051,021	8,325,000	72.7
Wages	\$8,341,019,000	\$10,950,000,000	76.2
Value of Products	\$45,705,996,000	\$62,750,000,000	72.8

	R.R. Freight Area Fourth Day	United States	
		Total	%
Area (sq. mi.) ..	706,000	2,973,774	23.7
Population	83,312,385	121,572,000	68.5
Spendable Income	\$63,961,557,000	\$85,680,000,000	74.7
Industrial			
Establishments ..	166,992	195,000	85.6
Wage Earners	6,303,909	8,325,000	75.7
Wages	\$9,537,776,000	\$10,950,000,000	87.1
Value of Products	\$52,204,444,000	\$62,750,000,000	83.2

Steamship Freight Area

Extent of Influence

Eighty-seven percent of the population and sixty-three percent of the total area of all foreign countries having seaports are linked with Philadelphia through direct sailings to 430 ports of the world. This is shown from reports of the United States Shipping Board.

Numerically, the foreign population reachable by American exporters and importers through the Port of Philadelphia is 1,583,603,255, and the area, 33,911,000,348 square miles. Due to the difficulty of obtaining information concerning shipments originating in or consigned to foreign countries not having seaports, namely, Switzerland, Bolivia, Rhodesia, Ethiopia, Czechoslovakia and Afghanistan, such countries are not included in this study.

The progressive policies of the steamship companies are gradually facilitating commerce with interior countries by interlocking overland service. Such a service has just been organized with the countries inland from the Baltic and Black Seas and the first ship direct from these ports is scheduled for arrival in Philadelphia during the month of March, 1930.

Fastest Growing on Atlantic

Commerce through the Port of Philadelphia is steadily increasing in volume. Latest complete reports of the United States Shipping Board, those for the year ending December 31, 1928, show that while the combined tonnage of all Atlantic coast ports for the year declined five percent, the tonnage of the Port of Philadelphia increased ten percent, the greatest percentage of increase recorded for any Atlantic coast port.

Commerce of the port during January, 1930,

showed an increase over the same month of 1929 of nineteen percent.

During the year 1929, according to reports of the Board of Commissioners of Navigation, 13,925 ships, engaged in all kinds of commerce, arrived at or cleared from this port. The total cargo tonnage of these ships is estimated at 29,000,000 short tons, and the estimated value of their cargoes was \$1,500,000,000.

The commodities in transit through this port include virtually the entire list of human necessities and luxuries. Locomotives, for instance, are distributed directly from the Port of Philadelphia to China, Russia, India, South America, Australia and other foreign countries.

From South America come hides, tanning extracts, wool, coffee and large quantities of nitrate for use in the manufacture of fertilizer and explosives. Outbound ships for Australia carry steel, building materials, agricultural implements, machinery of all kinds, automobiles and refined petroleum oils.

From Africa come palm oils, cocoa beans, skins, ores and mahogany. From Russia come rags and ores; from Italy and Spain, cork, olives and olive oil; from India, wood pulp, burlap, hemp and jute.

Shipping Facilities Existing

Philadelphia's importance as a steamship freight center is largely due to its three trunk railroads and its belt line, which provide facilities for direct loading or unloading between ship and railroad freight car in one handling without lighterage.

The facilities for the commerce handled through the Port of Philadelphia include 298 wharves, of which 159 are projecting piers and forty-one the waterfront terminals of the three trunk line rail-