

works commissions. It requires 14 votes on the board of supervisors to override his veto. San Francisco has operated under four charters, granted in 1850, 1851, 1856 and 1898. The last embraces the "initiative and referendum" clause.

HARBOR AND COMMERCE—Nature supplied the San Francisco region with one of the finest land-locked harbors of the world. To this has been added the most comprehensive docking and berthing facilities, rail and freight connections, modern and well-equipped warehouses, etc. The area of San Francisco Bay is 540 square miles. San Francisco harbor has 17 miles of berthing space and this is constantly being added to; 7,369,015 square feet of cargo space; 48 modern piers; facilities to dock the largest vessels; seven drydocks; 160 spur tracks; 58 miles of belt railways connecting piers and warehouses; car capacity for more than 2900 cars; 42 cranes, derricks and aeri-als.

The harbor is controlled by the State of California and is governed by a board of harbor commissioners appointed by the Governor. Of the 48 piers, most of them are assigned to steamship companies having their own fleets and operating their own schedules. Before the end of 1929 additional and larger piers will have been completed. Repairs and maintenance average \$1,500,000.

The water-borne commerce of San Francisco Bay has trebled since pre-World War days. San Francisco, according to the Department of Commerce, at the close of 1927, ranked fifth among the 49 custom districts of the United States in the value of imports and exports. The arrival and departure of vessels, measured by registered tonnage, show that in 1923 there arrived in San Francisco 6792 vessels with a registered tonnage of 15,049,446 and 6830 ships with a registered tonnage of 14,802,870 departed, whereas in 1928 7555 ships with a registered tonnage of 18,110,440 arrived and 7705 ships with a tonnage of 17,895,006 departed. San Francisco's exports in 1923 were valued at \$166,829,496 and imports at \$160,763,714; in 1924 exports were \$145,335,252; imports, \$173,441,076; in 1925, exports, \$197,226,858; imports, \$183,009,446; in 1926, exports, \$210,185,125; imports, \$187,165,113; in 1927, exports, \$174,555,772; imports, \$200,004,238. The principal exports are mineral oil and gasoline, barley, canned fruits, raw cotton, cigarettes, tobacco, rice, flour, canned milk, canned salmon, sole leather, etc. The principal imports are raw silk, coffee, sugar, copra, coconut oil, burlap, newsprint, tea, bags, etc. The 1927 report of the United States Shipping Board shows that the San Francisco Bay foreign trade does not approach the domestic trade in tonnage, as indicated by the following figures: Total (long tons), 24,281,188; foreign, 3,262,811; intercoastal, 2,368,966; coastwise, 17,502,269; non-contiguous, 1,147,142.

Besides the movement of commodities by water, there is a large rail traffic in San Francisco. During 1928 it reached 263,762 carloadings in and out of the city, not including less-than-carload business.

San Francisco is also the ocean port for the great inland empire of California, 500 miles in length, 50 miles wide and containing 10,000,000 acres of fertile land, 5,000,000 acres of which is under irrigation. Approximately 45 per cent of the tonnage of the port is received from points on the Sacramento and San Joaquin Rivers, which drain a large portion of the "back country."

San Francisco is the port of call for 118 steamship lines. Of these 16 are intercoastal; 11 Oriental; 15 United Kingdom and continental Europe; 18 Mexico, Central and South America and Caribbean; 6 Australasia; 7 coastwise; 1 Alaska; 4 Hawaii; 3 round the world. The remainder are owned and operated by oil, lumber and fish interests.

San Francisco is served by five transcontinental railroads, which also operate north and south on the Pacific Coast and throughout the State of California.

INDUSTRIES—The last Federal Census of Manufacturing in 1927 showed the following conditions to exist in San Francisco and the territory included in what is known as the Metropolitan Area: San Francisco—Number of establishments, 2086; wage-earners, 42,078; wages, \$61,108,185; value of products, \$437,925,582. Metropolitan Area (five counties)—Number of establishments, 3279; wage-earners, 86,278; wages, \$125,424,523; value of products, \$1,023,149,416. Metropolitan Area (nine counties)—Number of establishments, 3743; wage-earners, 97,731; wages, \$138,918,174; value of products, \$1,113,476,058.

The principal industries are: Printing and publishing, coffee and spice, meat slaughtering and packing, bread and bakery products, motor vehicles, men's and women's clothing, foundry and machine shop products, canning and preserving, furniture, confectionery, ice cream, flour and grain products, rice, chocolate and cocoa products, structural iron and steel, electrical machinery, tobacco, cigars, cigarettes, tinware, lumber, jute bags, paper boxes, shoes, leather goods of all kinds, etc.