

bers of the police, fire, civil service, school, park, health and public 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—Centered in the San Francisco Bay Area, San Francisco is an important port of general commerce, handling a large and valuable domestic and foreign trade. It is the main gateway of commerce for the vast territory of the Central Pacific Coast Area and Intermountain States. The Bay extends from the Golden Gate to the confluence of the Sacramento and San Joaquin rivers on the northeast, and to a point near San Jose on the south, covering an area of 450 square miles. The deep-water commerce enters San Francisco Bay through the Golden Gate, which is but one mile wide, thus affording natural protection from the ocean to the waters of the San Francisco Bay. To this has been added the most comprehensive docking and berthing facilities, rail and freight connections, modern and well-equipped warehouses, etc. San Francisco harbor has 18 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 aerials.

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. Repairs and maintenance average \$1,500,000.

The water-borne commerce of San Francisco has trebled since pre-war days. San Francisco, according to the U. S. Department of Commerce, at the close of 1929 ranked fourth among the 49 customs districts of the U. S. in the value of imports and exports. Arrivals and departures of vessels show the following increases:

| | Arrivals | Registered Tonnage | Departures | Registered Tonnage |
|--------------|----------|-----------------------|---------------|-----------------------|
| 1923..... | 6792 | 15,049,446 | 6830 | 14,802,870 |
| 1929..... | 7372 | 19,193,905 | 7370 | 19,592,704 |
| | | | 1923 | 1929 |
| Exports..... | | | \$160,432,622 | \$206,208,000 |
| Imports..... | | | 166,776,496 | 212,662,000 |

The principal exports are mineral oil, gasoline, canned and dried fruits, barley, raw cotton, automobiles, cigarettes, tobacco, rice, flour, canned milk, redwood, canned salmon, leather.

The principal imports are raw silk, coffee, copra, sugar, burlap, chena wood oils, cocoanut oil, newsprint paper, tea and tin.

The 1929 report of the U. S. Army Engineers shows that while foreign trade is important, it does not begin to approximate the enormous volume of domestic trade.

| | |
|---|-----------------|
| Total tonnage, Port of San Francisco, 1929..... | 47,076,540 Tons |
| Foreign tonnage | 5,442,596 " |
| Inland waterway tonnage | 15,685,082 " |
| Domestic Coastwise tonnage | 25,948,862 " |

Besides the movement of commodities by water, there is a large rail traffic in San Francisco. During 1930 it reached 212,234 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 16,100,000 acres of irrigable land, 5,000,000 acres of which is under irrigation. Approximately 33 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 165 steamship lines. Of these 21 are intercoastal; 15 Trans-Pacific, Hawaiian and Oriental; 17 United Kingdom and Continental Europe; 13 Central and South America; 8 Australasia; 22 coastwise; 1 Alaska; 4 Hawaii; 1 Africa; 5 round the world. The remainder are owned and operated by oil, lumber and fish interests.

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

INDUSTRIES—The latest available Federal Census of Manufacturing 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, 2092; wage-earners, 41,909; wages, \$61,133,952; value of products, \$429,728,194. Metropolitan Area (five counties)—Number of establishments, 3290; wage-earners, 86,444; wages, \$125,883,762; value of products, \$1,017,257,289. Metropolitan Area (nine counties)—Number of establishments, 3758; wage-earners, 98,038; wages, \$139,532,999; value of products, \$1,127,926,431.

The principal industries are: Printing and publishing, coffee and spice, meat slaughtering and packing,