

The principal imports have been coffee, copra, Chinese wood oil, paper, burlap and raw silk.

The 1941 report of the U. S. Army Engineers shows the distribution of the cargo tonnage, domestic and foreign, during 1940 as follows:

Total tonnage, San Francisco Bay.....	30,863,291 Tons
Foreign tonnage	3,641,922 "
Inland waterway tonnage	8,272,193 "
Domestic Coastwise tonnage	18,918,176 "

Besides the movement of commodities by water, there is a large rail traffic in San Francisco; during 1942 it reached 300,994 carloadings and unloadings, 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.

San Francisco, normally a port of call for 177 steamship lines, is serving as one of the major embarkation centers for the nation's war activity.

TRANSPORTATION

Converging in San Francisco are seven major transcontinental rail routes, under normal conditions one hundred seventy-seven steamship lines, more than forty truck lines, four transcontinental bus services, three transcontinental air transport routes, and the famous transpacific Clipper fleet.

Today San Francisco is the terminus of four Class I railroads and a number of short lines. These railroads thoroughly blanket California and neighboring States, and by means of seven major transcontinental routes with convenient connections, provide fast, dependable service to and from all parts of the United States, Canada, and Mexico. Passenger trains second to none are operated to and from the city.

All railroads connect with the State Belt Railroad serving the San Francisco waterfront and many industries, and absorb the switching charges on line haul carload traffic. Reciprocal arrangements between all lines permit efficient handling of cars within the switching limits. Trap car privileges are available. Between all points in the San Francisco switching limits and those of Oakland and Richmond the rate is 77c per ton, minimum charge \$16.50 per car.

Overnight freight service is provided to Los Angeles, to most points in the San Joaquin and Sacramento Valleys, to numerous points along the coast, to southern Oregon and western Nevada. A greater proportion of the territory west of the Rocky Mountains is reached to advantage from San Francisco than from any other Pacific Coast port.

Store door pick-up and delivery for less than carload traffic is available between San Francisco and many points in Arizona, Nevada, Utah, Idaho and Oregon.

Intercoastal water rates bring San Francisco as close to the Atlantic and Gulf Coasts as Chicago and northern Mississippi Valley points; with frequent sailings to Atlantic Coast ports and to Gulf ports under normal conditions.

Departures for the Hawaiian Islands average 20 per month under normal conditions.

In normal times over fifty steamship lines operate between San Francisco and foreign ports providing frequent passenger and freight service to and from the major ports, in the Orient, Australia, New Zealand, the South Sea Islands, both coasts of Central and South America, Northern and Southern Europe

and certain ports in Africa. Round-the-world liners call at San Francisco. San Francisco is the home port of some of the most luxurious passenger lines operating on the Pacific Coast.

Coastwise lines furnish frequent service between San Francisco and other ports in California, Oregon, Washington, and British Columbia. A huge fleet of inland water carriers ranging from palatial passenger steamers to humble barges navigate San Francisco Bay and waters tributary thereto, carrying an immense tonnage to and from the ultra-modern docks of the city.

San Francisco is the focal point of two great bridges, the San Francisco-Oakland Bay Bridge, a link in both U. S. Highways No. 40 and No. 50, and the Golden Gate Bridge, a link in U. S. Highway 101.

Over forty common carrier truck lines provide scheduled services between San Francisco and points in California and neighboring states. In addition, more than 600 truck operators having headquarters or agencies in San Francisco hold intrastate contract carrier, radial common carrier, or city carrier permits from the Railroad Commission of California or interstate contract carrier permits from the Interstate Commerce Commission. All rates and services are subject to regulation by these Commissions.

Bus lines which are also under regulation radiate north, east and south providing fast, commodious passenger service between San Francisco and all important points in California and the eleven Western states. There are also four transcontinental bus services. In addition, there are numerous sightseeing tours operating between San Francisco and neighboring points of interest. Busses are always available for charter parties.

Three modern air terminals in the San Francisco Bay Area are within thirty minutes of the heart of San Francisco. The recently enlarged Municipal Airport is the focal point of transcontinental and north/south services by the most modern transport planes. San Francisco is the eastern terminus for the famous clippers providing service to and from the Hawaiian Islands, Australia, New Zealand and the Orient.

MANUFACTURES

The manufacturing industries in San Francisco comprise an important part of the city's activities, leading in number of employees and amount of payroll nine major activities in San Francisco. One-quarter of all the people engaged in industry and business in San Francisco are employed by the manufacturing industries. The 1941 estimated annual payroll amounted to \$76,450,000 according to San Francisco Chamber of Commerce.

The value of manufactures in 1941 amounted to \$535,490,000, compared to \$313,253,000 reported in 1939 by the United States Census, or an increase of \$222,238,000 in the two years.

Manufacturing Activity in San Francisco Reported

by U. S. Census

1941 Estimate

Number of	C. of C.	1939	1937
Establishments	2,172	2,172	2,030
Wage-Earners	42,880	31,789	39,082
Wages	\$ 76,450,000	\$ 44,723,211	\$ 52,466,752
Cost of Materials.....	\$174,783,186	\$187,975,890
Value of Manufactures.....	\$535,490,000	\$313,252,639	\$334,930,684