

The principal imports have been coffee, copra, tea, tung oil, paper, jute, burlap, liquor and spices.

The 1946 report of the U. S. Army Engineers shows the distribution of the cargo tonnage, domestic and foreign, as follows:

Total tonnage, San Francisco Bay.....	27,925,034	Tons
Foreign tonnage	4,155,335	"
Inland waterway tonnage.....	10,706,470	"
Domestic Coastwise tonnage.....	13,063,229	"

Besides the movement of commodities by water, there is a large rail traffic in San Francisco; during 1947 it reached 265,244 freight car movements.

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 is normally a port of call for ships serving 90 trade routes.

TRANSPORTATION

Distribution Facilities—A vast transportation network, including transcontinental rail and highway facilities, air transport services, and steamship lines, converge in San Francisco, bringing unexcelled transportation to local industry and business. San Francisco's fortunate geographic position on the Pacific Coast, combined with excellent distribution facilities, makes it possible for business and industry located here to serve a larger portion of the Western markets at lower distribution costs than can be reached from any other Pacific Coast city.

Rail

San Francisco is served directly by four Class I railroads operating more than 27,000 miles of line. These railroads with their connections thoroughly blanket California and neighboring States, and by means of seven major transcontinental routes and connecting routes 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. Reciprocal switching arrangements are in effect, under which the line haul carrier will absorb the charges of the switching carrier on competitive traffic.

State Belt Railroad—These four railroads connect with the State Belt which serves the San Francisco piers and many industries near the waterfront. They absorb the Belt's switching charge on line haul carload traffic and in part on interline switching movements subject to stated minimum revenue per car.

L. C. L. Service—Storedoor pickup and delivery service for less than carload traffic is available between San Francisco and practically all points in California and neighboring States, including overnight service to points in the San Joaquin and Sacramento Valleys, along the Coast, and to Los Angeles.

Water

Fast new freighters provide regular service between San Francisco and the Hawaiian Islands, Australia, New Zealand, the South Seas, the Orient, Central and South America, the West Indies, Europe, South Africa and North Africa, also the Atlantic and Gulf Coasts of the United States. Luxurious and reconverted passenger liners operate to the Hawaiian Islands, the Orient and around the world. Limited passenger accommoda-

tions are available on freighters to Australia, the Orient Central and South America, Europe and South Africa. Barge services for bulk and general cargo are maintained to points on San Francisco Bay and connecting waters.

Highway

Truck Lines—Over forty common carrier truck lines provide scheduled service between San Francisco and points in California and neighboring States. Overnight service is available to all important points in California and to Southern Oregon and Western Nevada. In addition, more than six hundred truck operators having headquarters or agencies in San Francisco hold intrastate permits from the Public Utilities Commission of California or interstate permits from the Interstate Commerce Commission.

Bus Lines—Bus lines radiate north, east and south, providing frequent service between San Francisco and all important points in California and in the eleven Western States. Four lines provide transcontinental service. Sightseeing buses operate between San Francisco and neighboring points of interest, as well as in the city proper. Buses and limousines are available for charter.

Air

San Francisco is the air terminal of the Pacific, the entrance to North America from points in the Orient and the exit from points in North America to the cities of Asia and the Far East. Offices are maintained here by eight major airlines which offer regular scheduled service linking the San Francisco Bay Area to the rest of the United States and to the world.

In addition, San Francisco is the base of operations for one of the Pacific Coast's major feeder-air line services, linking innumerable smaller communities throughout California to San Francisco and the rest of the nation. It is also the Western operations base and the system-wide maintenance base of one of the largest U. S. scheduled air carriers. Four of the nation's larger non-scheduled, or "irregular" air carriers also operate into and out of San Francisco and the Bay Area carrying annually thousands of tons of air cargo.

San Francisco Municipal Airport, recognized as one of the world's major airports and one which carried an unprecedented war-time load of passengers and cargo traffic, has entered an era of peace with a twenty million dollar modernization and expansion program designed to serve the air age as the major passenger, cargo and mail "gateway" to the world.

Charter air services, fixed base operations, flight training, airplane repair and maintenance and distribution and sale of airplanes are services available through an ever expanding network of smaller airports intended to meet the needs of private plane owners.

San Francisco is the base of operations for three transoceanic carriers offering regularly scheduled service to our neighbors in Alaska, the Hawaiian Islands, the Philippines, Australia, China and the Orient.

MANUFACTURERS

San Francisco—The manufacturing industries in San Francisco comprise an important part of the city's activities, leading the nine major fields of activity in San Francisco in number of employees and amount of payroll. About one-quarter of all the people engaged in industry and business in San Francisco were employed by the manufacturing industries in 1940. The ratio rose to one-third during the war