

protection in the waters of the Bay. To this has been added a comprehensive system of docking and berthing facilities, rail and freight connections, modern and well-equipped warehouses, etc. San Francisco harbor has 18 miles of berthing space; 229 acres of pier and wharf area; 43 modern piers; facilities to dock the largest vessels; several dry docks; 61 miles of harbor trackage connecting piers and warehouses; foreign-trade zone; and modern grain, refrigeration, banana, cotton and heliport terminals.

The harbor is controlled by the State of California and is governed by the State Board of Harbor Commissioners appointed by the Governor. Of the 43 piers, most of them are assigned to steamship companies having their own fleets and operating their own schedules. San Francisco harbor facilities are valued at more than \$100,000,000.

The water-borne cargo tonnage of San Francisco Bay is foremost on the Pacific Coast and high among those of the nation's ports.

Exports during 1953 amounted to. . .\$360,355,838

Imports during 1953 amounted to. . .\$367,377,226

The principal exports by value have been cotton (unmanufactured); fruits, dried and evaporated; petroleum products; rice; milk, canned, evaporated and dried; machinery; medical and pharmaceutical preparations; and electrical machinery and apparatus.

The principal imports, have been coffee, copra, crude petroleum, lead ores, newsprint paper stock, jute and burlap, tea, nut preparations, wool and rubber.

The 1952 report of the U. S. Army Engineers shows the distribution of the cargo tonnage, domestic and foreign, as follows:

Total tonnage, San Francisco Bay. . .44,186,916

Foreign tonnage 5,677,841

Inland waterway tonnage 14,599,611

Domestic coastwise tonnage 23,909,464

Besides the movement of commodities by water, there is a large rail traffic in San Francisco; during 1953 it reached 176,948 freight-car movements, and 3,329,800 truck movements over Bay and Golden Gate bridges.

San Francisco also is the ocean port for the great inland valleys of California, 500 miles in length and 50 miles wide and containing 16,100,000 acres of farm land. About 6,400,000 acres of this is crop land, of which several million acres are irrigated.

San Francisco is normally a port of call for some 70 shipping lines, with ships serving at least 300 of the world's ports.

TRANSPORTATION

Distribution Facilities—A vast transportation network, including transcontinental rail and highway facilities, air transport services, and steamship lines, converges in San Francisco, bringing unexcelled transportation services 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 U. S., 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. Over 50 railroads maintain off-line agencies here.

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—Store-door pick-up and delivery service for less-than-carload traffic is available between San Francisco and practically all points in California and neighboring states, including over-night service to points in the San Joaquin and Sacramento valleys, along the Coast, and 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 U. S. Luxurious and reconverted passenger liners operate to the Hawaiian Islands, the Orient and around the world. Limited passenger accommodations are available on freighters to Australia, the Orient, Central and South America, Europe, Puerto Rico, South Africa, and the East Coast of the U. S. 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. Over-night service is available to all important points in California and to southern Oregon and western Nevada. In addition, more than 600 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 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 International Airport is the major air terminal of the Pacific. The multi-million-dollar new passenger terminal and administration building recently completed is among the most modern in the world, and will accommodate a constantly-increasing flow of air traffic to and from all parts of the nation and the world.

Four of the nation's largest certified carriers, four overseas lines, and three local service carriers, all certificated, provide daily scheduled services for passengers, mail, express and freight. Daily service also is provided by the two leading air freight lines. Many of the world's air lines which do not directly serve the city, have ticket offices or traffic representatives here.

Two of the world's largest carriers have immense maintenance bases at the San Francisco airport, and other lines maintain servicing facilities which will be expanded under the development program now in progress.

Charter services, flight training and facilities for private planes are available at many smaller airports in the vicinity of San Francisco.

MANUFACTURING

The manufacturing industries in San Francisco comprise an important part of the city's activities. About one-sixth of the employment was accounted for by the manufacturing industries in July, 1953.

In the San Francisco Metropolitan Area, manufacturing employment accounted for over one-third of the total employment during World War II, due to emphasis on production of war goods, but during the post-war period settled to one-fifth—the same as the pre-war portion.

Many of the large key industries in the San Francisco Metropolitan Area, with their plants outside the