

Exports during 1939 amounted to.....\$119,518,716
Imports during 1939 amounted to.....\$ 59,578,157

The principal exports by value are bulk oil, dried and canned fruits, cotton, machine parts, barley, fresh fruits, auto parts, canned fish and lead.

The principal imports are coffee, copra, Chinese wood oil, paper, burlap and whiskey.

The 1939 report of the U. S. Army Engineers shows the distribution of the cargo tonnage, domestic and foreign, during 1938 as follows:

Total tonnage, San Francisco Bay.....	29,091,375 Tons
Foreign tonnage	4,788,711 "
Inland waterway tonnage	7,076,850 "
Domestic Coastwise and Intercoastal tonnage	17,225,814 "

Besides the movement of commodities by water, there is a large rail traffic in San Francisco; during 1939 it reached 186,920 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 is the port of call for 177 steamship lines.

TRANSPORTATION

Converging in San Francisco are seven major transcontinental rail routes, one hundred seventy-seven steamship lines, more than thirty 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 at rates ranging from 37c to 69c per ton. 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. Sailings to Atlantic Coast ports average 40 per month; to Gulf ports 8 per month.

Departures for the Hawaiian Islands average 20 per month.

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 leave San Francisco monthly. 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 thirty 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, Phillipine Islands and the Orient. Service to and from Australia and New Zealand is in process of development.

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 1937 annual payroll amounted to \$52,466,752 as reported by the United States Census for San Francisco.

The value of manufactures in 1937 was \$334,930,684, compared to \$287,178,844 reported in 1935 by the United States Census, or an increase of \$47,751,840 in the two years.

Manufacturing Activity in San Francisco Reported by U. S. Census

	1937 (a)	1935
Number of Establishments ..	2,030	1,959
Wage-Earners	39,082	34,399
Wages	\$52,466,752	\$40,946,670
Cost of Materials	\$187,975,890	\$159,145,695
Value of Manufactures	\$334,930,684	\$287,178,844