

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 1943 it reached 350,815 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 normally a port of call for 177 steamship lines.

## 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 is presently functioning as one of the outstanding strategic distribution centers in connection with the war effort. 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.

*State Belt Line*—These four railroads which connect with the State Belt Railroad serving the San Francisco waterfront and many industries, absorb their switching charges on line haul carload traffic, also on local switching movements subject to minimum net revenue of \$12.65 per car. Single line switching charges range from 37 cents to 50 cents per ton, minimum \$7.92 per car. Interline switching is subject to additional per car charges in varying amounts. Between all points in the San Francisco switching limits and those of Oakland and Richmond, the switching rate is 75 cents per ton, minimum charge \$16.50 per car.

*Delivery Facilities*—Store door pick-up and delivery for less than carload traffic is available between San Francisco and practically all points in California, Arizona, Nevada, Utah, Idaho, and Oregon. Overnight freight services from San Francisco to Los Angeles, to most points in the San Joaquin and Sacramento Valleys, to points along the Coast as far as southern Oregon, and to Western Nevada are temporarily discontinued due to war conditions but will be resumed on a more effective basis after the war.

### Water

Foreign, intercoastal, coastwise, and many inland waterway vessels, which normally served San Francisco, are serving the nation. Luxurious lines which called San Francisco their home port are now in war service.

*Shipping Lines*—Normally, San Francisco is served by some 177 lines radiating to the major ports in the Orient, the Antipodes, the South Sea Islands, both Coasts of Central and South America, and Northern and Southern Europe and Africa. Direct service is normally available at frequent intervals to the West Indies, to all the major ports on the Atlantic and Gulf Coasts, and to major ports on the Pacific Coast. A huge fleet of shallow draft vessels navigates San Francisco Bay and its tributary waters, carrying an immense tonnage to and from the ultra-modern docks of this city.

### Highway

*Truck Lines*—Over forty common carrier truck lines provide scheduled service between San Francisco and points in California and neighboring States. In addition, more than six hundred 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.

*Bus Lines*—Bus lines radiate north, east, and south, providing fast, commodious service between San Francisco and all important points in California and the eleven Western States. There are also four transcontinental bus services. Sightseeing buses, which normally operate between San Francisco and neighboring points of interest, are temporarily discontinued, as are buses normally available for charter, except when in connection with the war effort.

### Air

San Francisco is the terminus of five major airlines. Four of these airlines maintain regular scheduled service linking the entire San Francisco Bay Area to the rest of the United States and, both East and West, to the rest of the world.

One of the five airlines, under permission from the Civil Aeronautics Board, plans establishment of regular service. Additional air service will be maintained by feeder air line systems, linking innumerable smaller communities throughout California and the Western States.

San Francisco Municipal Airport, recognized as one of the nation's major air terminals and one which has carried an unprecedented war-time load of passenger and cargo traffic, will under plans now being developed, be expanded to the point where it will serve the air age of the future as the major passenger, cargo and mail terminal of the Pacific.

Charter air service, fixed base operations, flight training, airplane repair and maintenance and distribution and sale of airplanes are all services available through smaller, private airports being expanded throughout the Bay Area.

## 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 1945 estimated annual payroll in the San Francisco Industrial Area amounted to \$473,000,000 com-