

S. S. Company, and is now operated under the agency of Goodall, Perkins & Co., with Charles Goodall, President; John Rosenfeld, Vice-President; George C. Perkins, Treasurer; and Edwin Goodall, Secretary. This company transact all of the shipping trade between this port and San Diego, excepting that done by sailing vessels. The company also extend their carrying operations to all important points as far north as Mendocino, in California, and to Portland and Astoria in Oregon. This company and the Oregon Steamship Co. have been for some time past, and are now, running a very lively opposition in the Oregon trade. This line is composed of sixteen vessels. The largest are the Ancon, wooden side-wheel, one thousand five hundred and forty tons; Mohongo, iron side-wheel, one thousand three hundred and thirty-one tons, and the Orizaba and Senator, also wooden side-wheel steamers of one thousand two hundred and forty-five, and one thousand and twelve tons respectively. This company has a large iron steamer building by Cramp & Sons, Philadelphia, which they expect to add to their fleet during the coming summer. She will be one of the fastest and finest steamers in the world. The company, during the past year, has expended about \$350,000 in the improvement and re-building of its steamers. A hundred thousand dollars were spent on the Idaho. The Constantine and Salinas have been supplied with new boilers, and their machinery compounded. The Santa Cruz has been supplied with another deck, new boilers, and compounded engines, and various other important and valuable improvements. This company began business about ten years ago, with one steamer—they now have sixteen. Capital stock, \$2,000,000; over \$1,000,000 paid in. Handsome dividends are regularly paid. The office is located at 10 Market Street.

OCCIDENTAL AND ORIENTAL STEAMSHIP CO.—This company has been in active operation between San Francisco and China and Japan since June, 1875. They dispatch one of their steamers about the middle of every month, carrying the United States mails. The vessels are large, well equipped, and of first-class build, and afford excellent accommodations, and almost perfect safety to the sea-faring public. This line is operated by a company of some of the most reliable and worthy business men of this city.

THE CALIFORNIA AND MEXICAN STEAMSHIP CO. dispatches a vessel every thirty-five days for Magdalena Bay, Cape St. Lucan, Mazatlan, La Paz, and Guaymas. This line carries the Mexican mails and Wells, Fargo & Co.'s Express, and is engaged exclusively in the Mexican Coast trade.

In addition to the foregoing there are a number of steamships running to various points on the coast and upon our important river routes, viz.: To Coos Bay, Crescent City, etc., steamship Empire; to Eureka, Arcata, etc., steamers Humboldt and Pelican; to Wilmington and Newport, steamer Newport; to Huene me and way ports, steamer Constantine. Upon the river and bay steamers are the Amador and Julia, forming a daily line to Sacramento, leaving the wharf, at Washington Street, at 4:00 P. M. There are also in the Sacramento trade the steamers Whipple, Reform, Constance, and Centennial; three additional steamers ply regularly to Stockton, and smaller lines are running regularly to such contiguous points as Alviso, Antioch, Marysville, Napa, and Petaluma.

Ferries.

THE OAKLAND FERRY, at the foot of Market Street, leaves every half hour for Oakland, from 6:10 A. M., until 7 P. M. The next boat leaves at 8:10; the next, 9:20; the next, 10:30; and the last at 11:45. Trips are also made via the Creek Route, boats leaving at 7:15 and 9:15 A. M., and 12:15, 2:25, and 4:10 P. M. The average number of passengers crossing from Oakland daily, during 1877, was fifteen thousand four hundred and fifty-two; it is estimated that fully twenty thousand cross on Sundays. Fare, fifteen cents each way; round-trip tickets, on Sundays, twenty-five cents. Commutation tickets, good for one trip, each way, per day, for one month, and are sold at \$3. The following statistics concerning the travel on this ferry will prove quite interesting: Number of trips, 1873, two millions six hundred and fifty-five thousand six hundred and seventy-one; 1874, three millions one hundred and ninety-two thousand nine hundred and four; 1875, four millions twenty-eight thousand three hundred and ten; 1876, four millions nine hundred and nine thousand nine hundred and sixty; 1877, five millions five hundred and seventy thousand five hundred and fifty-five. The adoption, during the past year, of the new water line, at the city front, by the Board of Harbor Commissioners, necessitated the removal of the old slips and buildings, and the building of others to conform to said line. This work, executed, as it has been, in the customary thorough, scientific and complete manner which characterize all the improvements of the Central Pacific Railroad Co., has involved a great outlay, and may justly be ranked as one of the greatest improvements of the city during the year. The buildings are conveniently arranged, and contain waiting and refreshment rooms, ticket offices, baggage and express rooms, for the accommodation of passengers awaiting the ferries.

THE SAN QUENTIN FERRY is at the foot of Market Street. Three trips are made daily, boats leaving at 10:00 A. M., and at 2 and 4:30 P. M. In addition to the above, a boat leaves Washington Street Wharf at 3:30 P. M., on Tuesdays, Thursdays, and Saturdays, a tri-weekly line, for Martinez, Vallejo, Benicia, Pittsburg, etc., etc.

SAUCELITO FERRY.—The landing for these ferry steamers is at the foot of Davis Street.