

SAN FRANCISCO POST OFFICE.—Though San Francisco is by no means the fourth city in the United States in point of population, its Post Office ranks as about the fourth in the Union in importance. Ninety-three persons are now employed by it, of which number thirty-nine attend to inside duties, thirty are postal clerks and route agents, and twenty-four are employed as letter carriers. A new style of post-office box and lock was lately introduced; the number of the boxes has been greatly increased thereby, and the opening of any of these with false keys rendered impossible. There are now two thousand three hundred and sixty-five lock boxes in our Post Office. The money-order system, adopted a few years since, has been extensively patronized by the public. The sum of \$562,053 was thus sent to various portions of the Union, through the San Francisco Post Office, in 1872. The money orders issued from other post offices of the Union during the same time, and paid here, amounted to \$423,263. The San Francisco Post Office is the depository for the money-order receipts of all the other post offices of this coast under United States jurisdiction. These offices deposited \$1,145,082 with the San Francisco Post Office in 1872.

UNITED STATES BRANCH MINT.—The following statement shows the coinage and bullion bars manufactured at the United States Branch Mint in San Francisco in 1872: Double eagles (\$20-pieces), seven hundred and eighty thousand; value, \$15,600,000. Eagles, seventeen thousand three hundred; value, \$173,000. Half eagles, thirty-six thousand four hundred; value, \$182,000. Quarter eagles, eighteen thousand; value, \$45,000. Value of unparted bars manufactured for exchange, \$7,996,959. Value of total gold coinage and bars, \$23,996,959. The following contains the details of the silver coinage: Dollar pieces, nine thousand; value, \$9,000. Half dollars, five hundred and eighty thousand; value, \$290,000. Quarter dollars, one hundred and three thousand; value, \$25,750. Dimes, one hundred and ninety thousand; value, \$19,000. Half dimes, eight hundred and thirty-seven thousand; value, \$41,850. Value of unported bars manufactured for exchange, \$143,691. Value of total silver coinage and bars, \$529,291. Total number of gold coins made in 1872, eight hundred and fifty-one thousand seven hundred; total number of silver coins, one million seven hundred and nineteen thousand—total number of both gold and silver coins, two million five hundred and seventy thousand seven hundred. From one hundred and ten to one hundred and eighteen clerks and workmen are employed in the Branch Mint here. The salaries of officers and clerks employed in 1872 amounted to \$30,500; the wages of the workmen for the same time amounted to \$200,000; and the incidental and contingent fund to \$59,545—total, \$290,045, in currency.

UNITED STATES LAND OFFICE.—Five hundred and seventy-seven preëmption claims were registered in the United States Land Office in San Francisco in 1872. One hundred and seventy-four homestead declarations were filed during the same period. The total cash receipts of the office for sale of land in 1872 were \$90,814.

Our Ocean-steamship Lines.

THE PACIFIC MAIL STEAMSHIP COMPANY.—This is not only the most important line of steamships running out of San Francisco, but it is likewise the most important American steamship company in existence. Aside from its steamships on the Atlantic Ocean, it owns twenty-six on this side of the continent, of a total tonnage of fifty-two thousand tons. The latter run in United States, Mexican, Central American, Chinese and Japanese waters. Sixteen of them run from and are registered at the Port of San Francisco. The aggregate tonnage of these vessels is thirty-seven thousand tons. There are one thousand eight hundred sea and shore employés of the company entered on its books in this city. The Pacific Mail steamships laid down fifty-four thousand tons of goods at this port in 1872, and carried away therefrom fifty-three thousand tons. Two large, first-class iron propellers, of five thousand tons each, are now being built for the company's China line. They will be finished within eight months. Four first-class iron propellers, of three thousand five hundred tons each, are also being built for the Panama line. They will be completed within four months. The new agent of the company here (S. K. Holman) informs us that there is no truth whatever in the reports of the reduction of shipments of freight, *via* San Francisco, in consequence of the alleged superior advantages of the route *via* the Isthmus of Suez. There was a reduction in Pacific Mail shipments from

The Capital of the **ÆTNA INSURANCE COMPANY**, of HARTFORD, is not only subscribed, but paid up in cash.