

Asia in 1872, but it was owing to the company's inability to ship the goods offered. This inability arose from the wrecks and other misfortunes which, more than in all the previous years of the company's history, overtook its steamships last year. With the completion of the huge steam propellers mentioned—which were called for by, and are being constructed with especial reference to, the requirements of freightage—the tea and other products of China and Japan, which the company's steamers have not now the capacity to carry in sufficient quantity to satisfy the demand, will still further seek the American route, from the inducements offered in point of time and cost of transportation. The success of the Pacific Mail Company's steamships in Chinese and Japanese waters—in the face of the most active opposition from long-established English, French and native Japanese lines—has been unprecedented and most gratifying. Many Englishmen, with all their prejudice for whatever is managed by their own countrymen, prefer the Pacific Mail steamers to their own on the ocean and branch routes of the company's China line.

**NORTH PACIFIC TRANSPORTATION COMPANY.**—The business of this company is in a state of transformation; we therefore cannot get statistics of its steamship business with Oregon. It is now called the Oregon Steamship Company; its steamers are the John L. Stephens, Ajax and Oriflamme.

**CALIFORNIA, NEW ZEALAND AND AUSTRALIA MAIL STEAMSHIP COMPANY.**—This company now owns four steamships, viz: the Nevada, Dakota, Nebraska and Moses Taylor; their aggregate tonnage is seven thousand seven hundred and seventy-four tons. They run to Honolulu, thence to Auckland (New Zealand), connecting at the latter port with steamers for Melbourne, Sydney, etc. These steamers made thirteen trips in 1872. The time from this port to Honolulu is seven and a half to ten days; from thence to New Zealand, twenty-six days.

**SOUTHERN AND OTHER COAST LINES.**—The line of southern coast steamers, formerly owned by the North Pacific Transportation Company, was recently sold to the Pacific Mail Company. We are therefore unable to give statistics of its business in 1872. In addition to the lines named, about a dozen other steamers run from San Francisco to northern and southern coast ports. Though their business is small separately, it is large in the aggregate, and is so fast increasing in importance that it will probably justify special statistics in our next issue.

#### Expresses.

**WELLS, FARGO & Co.'s EXPRESS.**—This company's express business extends over all the territory lying west of the Missouri river. Its letters, treasure and freight are carried on every railroad, stage and steamboat line throughout the States of Kansas, Nebraska, Oregon and California, and the Territories of Colorado, Wyoming, Montana, Idaho, Utah, Washington, New Mexico and Arizona; and also, on Pacific Coast steamship lines, to Victoria (V. I.), the chief ports of Mexico, the Sandwich Islands, Australia, Japan, China, Panama and New York. It connects at New York, by Atlantic Ocean steamship lines, with Liverpool, London, Paris, Bremen and Hamburg; and at Omaha (Neb.) and Kansas City (Mo.) with the American and United States express companies, for all points in the United States and Canadas. The company's leading office is at San Francisco. The total number of Wells, Fargo & Co.'s offices is five hundred and twenty-five; total number of employes, nine hundred and eighty-three. The number of miles of route on which this company keeps regular express connections is four thousand seven hundred and eighty-six by railroad; seven thousand and one by stage coaches; one thousand and twenty-three by inland steamers, and twelve thousand and sixty-four by ocean-steamship lines—total, twenty-four thousand eight hundred and seventy-four miles. This statement does not include connections with New Zealand, Australia, China, Japan, etc., as the business now done with those countries is too small to entitle the routes to be yet called express lines.

#### Lumber Trade.

**THE SHIPPING AND LUMBER TRADE OF THIS PORT.**—Three thousand six hundred and ninety-seven vessels, of all descriptions, entered the Port of San Francisco in 1872, having a total tonnage of one million two hundred and forty thousand three hundred and seventy-six tons. Three thousand and forty-five of these, of an aggregate of six hundred and thirty-six