

occur in the value of that class of property. The total length of all the street-car lines in the city (double-track) is about forty-three miles.

Steamship Lines.

THE PACIFIC MAIL STEAMSHIP COMPANY—OUR TRADE WITH ASIA, ETC.—It is unnecessary to enter into a detailed review of the past of this great corporation. Its history and that of the city and State, are, in many respects, interwoven. The chief events of its existence are of national as well as local significance. With the exception of one English company (the Peninsular and Oriental), the Pacific Mail Steamship Company is the most important in the Anglo-Asiatic world. A few statistics as to its present condition and prospects is, therefore, sufficient for all purposes of this summary. The number of steamships owned or chartered by the Pacific Mail Steamship Company on its various deep-sea and coast routes, is as follows: San Diego and coast route, four steamships, of four thousand and six tons; Panama route, seven steamships, of sixteen thousand eight hundred and seventy-six tons; in the Central American trade, etc., five steamships, of five thousand six hundred and thirty-nine tons; on the China and Japan route, six steamships, of twenty-two thousand three hundred and eighty-two tons; running between Yokohama and Shanghai, *via* Japanese Inland Sea ports, four steamships, of seven thousand eight hundred and eighteen tons; running between Yokohama, Hakodate, Matsumai, and other northern Japanese ports, one steamship, of seven hundred and ninety-one tons; engaged in harbor duty in San Francisco, one steamship, of one hundred and sixty-eight tons. The Nebraska, Dakota, and Moses Taylor (five thousand six hundred and thirty-nine tons), are laid up at the company's works at Benicia. This makes a total of thirty-one vessels, of sixty-three thousand three hundred and nineteen tons, at present in use in Pacific Coast and Asiatic waters. These figures are exclusive of the various vessels owned or chartered by the company in China and Japan, the statistics for which are not at present available. The number of tons of freight landed in this city by the company's steamships for the year 1873 was: From Panama, twenty-one thousand eight hundred and eighty-seven tons; from China and Japan, twenty-nine thousand seven hundred and forty-seven tons. The export value of merchandise per the company's steamers for the same period was as follows: By way of the Isthmus of Panama, \$1,140,000; to Japan, \$715,658; to China, about \$1,400,000. The treasure export by the company's vessels for 1873 was: To China, \$6,335,353.50; to Japan, \$2,206,157.12. The misfortunes which have attended this company for the past few years through marine disasters, mismanagement at headquarters, etc., still seem to follow it, so far as relates to the former of these causes. Despite of this, however, its carrying business has recently been greatly increased, and this in face of the opposition it meets with on the China and Japan route from the new China Trans-Pacific Steamship Company. The latter corporation proposes to run steamships monthly from this port to Yokohama and Hongkong. These vessels are to be of the largest size and most powerful capacity in point of speed. The trade between the Asiatic and American continents has recently increased so rapidly that there is now more room for and need of two lines to meet the demands of freight and passenger traffic than there was for one at the time the Pacific Mail Steamship Company inaugurated its line to China and Japan. The competition of the China Trans-Pacific Steamship Company, recently started, has materially reduced the rates of fare and freight between San Francisco and the centers of foreign trade in China and Japan. From Yokohama to San Francisco, by the Pacific Mail Company's steamers, the rate of passage is now only \$150 in the chief saloon, and \$85 in the steerage; from Nagasaki (the Long Branch of foreigners in Japan and Southern China) the fare has been reduced to \$205 in the cabin, and \$100 in the steerage; from Shanghai to San Francisco, through that beautiful lake of a thousand island-gems (the Inland Sea of Japan), the cabin fare is now but \$280, and in the steerage but \$100; from Hongkong to the western terminus of our overland railroad the rates of passage are only \$200 in the saloon, and \$100 in the steerage. Equally reasonable rates of fare (by reason of sharp competition) are charged from Swatow, Amoy, Foochow, Singapore, Penang, Calcutta, and other Asiatic cities in which foreigners congregate, until the visitor to the Atlantic States or Europe reaches a port from which to embark on one of the Pacific Mail Steamship Company's homeward-bound vessels. The rates of fare