

above quoted, apply equally in going to Asia as in returning from it. Through tickets to or from all the places mentioned in Asia and Europe and Central and South America are sold according to a like schedule at all the agencies of the Pacific Mail Steamship Company in China, Japan, the settlements in the Straits of Sunda, Java, the Philippines, etc., all of which countries are crowded by Europeans and other foreigners, most of whom, when about to revisit their old homes, manifest an increasing desire to come by way of San Francisco and New York. Change from the route once passed over (that *via* the Red Sea and Brindisi), as well as the advantages gained in point of time and cost by taking the American route in preference to the tropical discomfort of that *via* the Isthmus of Suez, are the main motives commending themselves to these travelers.

CHINA TRANS-PACIFIC STEAMSHIP COMPANY (LIMITED).—Prominent among the indications from which to predict the commercial future of San Francisco, are the lines of ocean steamships making this port their headquarters. Within the past few months no less than two new and large steamship lines have been established to ply between this port and China and Australia. One of these lines, the China Trans-Pacific Steamship Company, with an initial capital of \$2,500,000, has now on the route between this port and Hongkong and Yokohama, two powerful iron, Clyde-built screw steamships, of three thousand tons, and of 2,750 horse-power each. Another steamship, of the same class with these two, is almost completed for this company, and will soon be on her way out here to take her place in the line. The building of a fourth ship, of like tonnage and power, is immediately to be commenced at Renfrew, on the Clyde, by order of the Directors. When the latter is completed, the company will then have four steamers constantly running between this port and Asia, of an aggregate of 12,000 tons. As trade and the company's connections develop, other steamers of a similar class are to follow as rapidly as their construction will admit of. Each of these steamships will accommodate seventy-three saloon, and seven hundred and fifty steerage passengers. The service for the present is a monthly one, and the company contemplate at an early day the establishment of a branch line from Yokohama to Shanghai, *via* the Japanese Island sea ports, to connect with the steamers of the main line. The company also intend that their steamers will eventually call at Vancouver's Island on both outward and return voyages. As trade increases, their steamers will also enter into competition with both foreign and native craft in the coasting traffic of Chinese and Japanese waters. The present enormous trade between this port and China and Japan, with their reputed population of four hundred millions, makes increased first-class facilities for carrying on the same absolutely indispensable. Indeed, the day is not far distant when the demand for steam conveyance across the Pacific, as we have elsewhere stated, will fully equal that existing on the Atlantic. The competition of the China Trans-Pacific, and the Pacific Mail companies, not to speak of transient steamers and sailing vessels, will materially cheapen fares and freights between the two continents. The voyage between this port and Yokohama will now be shortened from its present average length of twenty-two to say nineteen days, making the inducement still greater to select the American route from Asia to Europe *via* San Francisco, in preference to the long and tedious tropical voyage through the Red Sea. From Yokohama to England, by way of this city, the voyage may now be accomplished in thirty-five or thirty-seven days, while the ordinary European route, *via* Suez, occupies forty-eight to fifty. By taking the American route, the journey between Hongkong or Shanghai and England can now be made in forty-five or forty-six days, while the Red Sea route consumes between fifty and fifty-five days. The route *via* San Francisco is also cheaper for passengers and freight than that traversed by the Peninsular and Oriental, the Messageries Maritimes, or any other European company. By the steamers of the China Trans-Pacific line, sailing hence about the middle of each month, the cabin passage to or from Yokohama is only \$150; steerage, \$85; to or from Hongkong, cabin, \$200; steerage, \$100. In order to facilitate passenger and freight traffic between the centers of foreign trade in Asia and our Atlantic Coast, the Central Pacific Railroad and the China Trans-Pacific Steamship Company have recently entered into an alliance. The steamers of the latter will hereafter discharge overland freight directly into the cars of the former. Extensive accommodations for this

ÆTNA INS. CO. of Hartford, has been established 54 years, and has paid over \$40,000,000 losses.