

purpose are to be built at the foot of Second Street, a fact which will tend to materially enhance the value of property in that portion of the city. Through passenger tickets, by steamer and rail, are also issued by both companies. It is needless to reiterate that San Francisco will be the great *entrepot* for the traffic created by the rival lines of American-Asiatic steamships now existing, and of all others to follow in the future. The great American firm of Russell & Co., of Shanghai, and the well-known Oriental house of Macondray & Co., of this city, are the agents of the China Trans-Pacific Steamship Company at both ends of the route traversed by the vessels of this line.

AUSTRALASIAN AND AMERICAN MAIL STEAMSHIP COMPANY.—The establishment of this line of steamships during the past year supplies the want long felt for more regular and rapid communication between California and the Anglo-Australian colonies than that hitherto afforded by sailing vessels, however numerous. The similarity of pursuits between the people of those colonies and our own, and the greater comparative freedom from political and social trammels inherent to older States which is enjoyed by both, has caused the inauguration of this enterprise to be viewed with unanimous satisfaction by the public both in Australia and California. Five powerful, Clyde-built, iron screw steamships now constitute this company's fleet for the service of 1874 between San Francisco, New South Wales, and New Zealand. These are the *Macgregor*, of two thousand one hundred and sixty-seven tons; the *Tartar*, of two thousand two hundred and fifty-two tons; the *Mongol*, of two thousand two hundred and fifty-two tons; the *Mikado*, of three thousand and thirty tons, and the *Cyphrenes*, of two thousand tons. These five steamships are only chartered by the company until their own magnificent fleet of six iron screw propellers, built on the Clyde, and now nearly ready for launching, arrive in our bay to take their place permanently in the line. These vessels will all be of first-class construction, dimensions, and equipment, specially adapted for the service in which they are to engage. They are all of two thousand five hundred and three thousand five hundred tons, respectively. On their arrival here it is the intention of the company, we believe, to increase the service between the points named to two trips per month, instead of once every four weeks as at present. The ships of this line are now dispatched hence on the fourth Saturday of each month, or as soon thereafter as the closed mails from Europe for Australia arrive in San Francisco, *via* the Overland Railroad from New York. On the outward and return voyages the vessels of this line touch at Honolulu (Sandwich Islands) and at Kandavu (Fiji Islands). Through connections, on as near schedule time as possible, are made by this company with all points in the Atlantic States and Great Britain to or from any part of New South Wales or New Zealand. The following scale of fares from San Francisco to the places annexed have been adapted by the company for 1874: To or from Honolulu, in the saloon, \$75; in second cabin, \$50; in steerage, \$30. To or from Kandavu, \$150, \$125, and \$90; Auckland, \$200, \$150, and \$100; Wellington, \$230, \$175, and \$120; Lytleton, \$230, \$175, and \$125; Port Chalmers, \$235, \$177.50, and \$127.50; Sydney, \$200, \$150, and \$100; Melbourne, \$225, \$162.50, and \$110; Brisbane, \$220, \$160, and \$107.50; New Caledonia, \$220, \$160, and \$107.50. This company is, in the strictest sense of the term, an international one, the capital invested being about equally divided between English and American shareholders.

COAST LINES STEAMSHIPS.—In addition to the steamships of the Pacific Mail Steamship Co., which stop at stated periods at the principal ports between this city and Panama, there are several lines which make regular trips to the different ports north of San Diego, the most important of which is that of Goodall, Nelson & Perkins. This line was inaugurated in 1864 with a single steamship, the Santa Cruz. It has since grown to its present proportions by the sagacity and efficient management of its projectors. Every port from San Diego as far north as Tomales Bay, Marin Co., is visited regularly by one or more of the steamships connected with this line, by means of which the products of the different valleys contiguous to the coast can always be made available to meet the demands of this market. This advantage, it is claimed, gives the steamships of this line an aggregate of freight exceeding that of any other