

southern and western Europe. The New York and San Francisco Line connects at Panama with the Pacific Steam Navigation Co.'s lines to all the important Pacific ports of South America. At Aspinwall it connects with the Royal Mail Steam Packet Co., direct to Liverpool; with the Hamburg-American Steam Packet Co., to Hamburg; with the Compagnie Generale Trans-Atlantique, to France. Within a year an additional line of the smaller ships of this company, which formerly plied between San Francisco and the chief ports of Southern California and Mexico, has become the property of the

GOODALL, NELSON AND PERKINS STEAMSHIP Co. which, with the youthful vitality and vigor of a new and strong firm, is fast taking its place among the foremost steamship companies of the Pacific Coast. This company owns sixteen sea-going steamers, of which two are iron and eleven are propellers. In measurement, they range from two hundred to one thousand and three hundred tons, having an aggregate carrying capacity of upwards of ten thousand tons. The company employs most of these ships, together with several smaller steamers, upon its main or Southern Coast Line, plying between San Francisco and San Diego, and touching at all the more important intermediate ports. It also runs a northern coast line to Victoria, which carries the English mails. It employs, directly and indirectly, about five hundred men; has a monthly pay roll of nearly \$30,000, and dispatches, upon an average, one ship every other day. As the company, under its present organization, or, at least, with its present list of ships and lines, has been doing business considerably less than a year it is yet premature to attempt any statement of annual freight roll or passenger list. It is safe to say, however, that their aggregate of freight exceeds that of any other line upon this coast. Inaugurated but ten years since, and then commencing with but a single small steamer, the unprecedentedly rapid, and yet always safe, growth of this company, sufficiently demonstrates the energy and sagacity of its owners and management.

THE OREGON STEAMSHIP Co. dispatches a steamship regularly every ten days to Portland, Oregon, where they connect with steamers for Puget Sound and Alaska, as well as with the main railways of the more important part of Oregon.

THE COLORADO STEAMSHIP Co.—Two ocean steamships, four river steamers, and five barges, constitute the present fleet of this company. It dispatches a ship every twenty days for the Colorado River and the adjacent ports of the Mexican Coast, as well as for the interior localities lying along the river, or using the river as the highway of their commerce. Their vessels range in size from one hundred and fifty to one thousand tons, and have a total carrying capacity of five thousand tons. The four river steamers are stern-wheelers of the kind often denominated wheelbarrows. This line has six agencies; employs about two hundred men; carries the Mexican and Wells, Fargo & Co.'s mails, and does no inconsiderable portion of its business in transporting troops and supplies for the United States Government. The details of their passenger travel and freight transportation the company prefer to withhold from publication.

THE AUSTRALIAN AND AMERICAN STEAMSHIP Co. runs six powerful, Clyde-built, iron-screw steamers from San Francisco to New South Wales and New Zealand. These ships range in size from two thousand five hundred to three thousand five hundred tons. One of them leaves San Francisco 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 both the outward and return voyages the ships of this line touch at Honolulu, Sandwich Islands, and Handavan, Fiji Islands. As early as practicable, the company intends to double the frequency of their present trips. The ownership of this company is nearly equally divided between English and American shareholders, thus making it an international company in the fullest sense of the term.

Before finally leaving this topic of steamship lines, it seems not only strictly pertinent, but also to be actually demanded by the present state of public interest upon both continents, to append a brief statement of some of the advantages of our great American Trans-Continental and Trans-Pacific links in the *New Highway Around the World*. The experiences of nearly five years indicate that the established current of travel does not easily or quickly change its channels. The simple fact of the opening of a new, shorter, quicker, cheaper, and in all respects better, route than any previously known, seems to require considerable time to work itself fairly into the understanding or, at least, the practical appreciation of the merchants and travelers who are likely to receive its greatest advantages.

To passengers between England or eastern Europe and Japan and China, India, or Australia, the actual distance, by the way of the Suez Canal, is unquestionably less, but in the very important and usually decisive particulars, is surpassingly in favor of the American Route. For example: One who had never investigated the matter would hardly believe what is nevertheless the fact, that, although the distance from London to Yokohama is nearly the same by either route, the time of passage by the way of San Francisco is *twenty days and the cost of passage one hundred dollars less*. Other and very important considerations also favor the American Overland Route. Going by the way of Suez the traveler must change from one conveyance to another at Brindisi, Alexandria, Suez, Bombay, Calcutta, Point de Galle, and Hongkong—no less than *seven times*! By the American Route, he changes but twice; once from steamship to cars, at New York, and again from cars to ship, at San Francisco. In the very important matter of comfort and convenience this is of itself almost a decisive consideration.

Again, and in respect to the often vital consideration of health, the Suez Route subjects