

him to repeated and extreme changes of temperature in passing from one zone, or climate, to another. The American Route lies wholly in the temperate zone and through the most equable portions of it. More, again, and in respect to a matter of such exceeding importance that it may even become one of life or death, the difference is so greatly in favor of the American Route as to preclude any fair comparison. Besides this, the tourist, whose main object is sight-seeing, and even the commercial traveler, who does not generally object to it, would hardly hesitate between a route which takes him through three thousand miles of the grandest and most beautiful scenery of a new and strange continent, and one which carries him across a narrow corner of Egypt and whirls him across a few hundred miles of Central or Southern Hindostan, or, possibly, gives him a flying glimpse of the tangled jungles of India. Whether or not, however, the traveler possesses much of the artistic sense or the corresponding desire to gratify it, every particle of his physical being will luxuriate in the multiplied comforts of the Pullman Palace Cars, those first-class hotels on wheels which presently beguile the occupant into the belief that he has not left home at all but that, by some accommodating mystery, his home has started on his journey around the world, and is taking him along as a matter of course. For the benefit of the large class who prefer a tabular statement of distances, lines, and fares by the route from London by the way of Liverpool and America, or by the Suez Route from London by the way of Southampton, we subjoin the following

COMPARISON OF ROUTES.

Via Suez Route.				Via American Route.			
FROM	Miles.	Days.	£	FROM	Miles.	Days.	£
Yokohama	11,268	56	103	Yokohama	11,382	34	72
Shanghai	10,518	53	103	Shanghai	13,032	42	82
Hongkong	9,648	48	93	Hongkong	13,062	40	82
Auckland	13,259	62	102	Auckland	12,290	44	82
Sidney	11,999	57	88	Sidney	13,220	47	82
Melbourne	11,439	56	88	Melbourne	13,780	48	87

We may now make the journey around the world in eighty-eight days, or less than three months; though it is hardly supposable that any one, except upon the pressure of most urgent business, would consent to make such a journey without many stoppings-over for sight-seeing. The intermediate distances and times by this shortest of the great round-the-world routes, are as follows:

FROM	Miles.	D's.	H's	FROM	Miles.	D's.	H's
London to Liverpool	200	..	5	Calcutta to Bombay	1,400	2	..
Liverpool to New York	3,000	10	..	Bombay to Suez	3,600	14	..
New York to San Francisco	3,294	6	6	Suez to Alexandria (by rail)	225	..	12
San Francisco to Yokohama	4,764	19	..	Alexandria to Brindisi or Venice	850	3	..
Yokohama to Shanghai	1,200	4	..	Brindisi to London (by rail)	1,200	3	..
Shanghai to Hongkong	870	5	..				
Hongkong to Calcutta	3,500	22	..	Totals	24,103	88	23

Fare for the above route £195. In view of the foregoing table, it requires no very sanguine temperament to believe that the great American Route is diverting to itself the great current of circumterranean travel, nor is it too much to prophecy that this Trans-continental and Trans-oceanic Route around the world must speedily become, and permanently remain, the great highway of the nations.

Bay and River Steamers and Ferries.

OAKLAND AND ALAMEDA FERRY.—Large and swift steamers make fifty trips a day between San Francisco and the end of the railroad pier on the Oakland side, whence trains connect for Oakland and Alameda. Besides the boats of the regular railroad line, what is known as the "Creek Route," makes two trips each way daily, between this city and Oakland or Brooklyn.

BERKELEY FERRY.—Largely for the accommodation of the students of the University as well as for the service of the constantly-increasing residents and pleasure seekers. The Berkeley Ferry Co. runs one small steamer three times each way, daily, between San Francisco and Berkeley.

SAUCELITO FERRY.—This well-known route has become of additional importance during the year from the fact that Sausalito, long noted as one of the most popular places of summer resort, and the objective point of frequent picnics, has risen to additional and permanent importance during the present year, as the southerly land terminus of the North Pacific Coast Narrow-gauge Railroad, between San Francisco and Tomales. Four trips each way daily, with an extra trip on Monday morning and another on Saturday evening, make up the weekly service of one of the most important ferries along the city front.

THE MISSION ROCK FERRY makes hourly trips between the foot of Third Street and Mission Rock, several hundred yards southeast of its city terminus. This locality, formerly nothing more than a solitary, barren rock, somewhat noted as a convenient and favorable spot for harbor fishing, has become quite an important center of wharves and warehouses.

MORGAN & CO., 87 California Market, deals in all kinds of Fresh Oysters.