

Steamship Lines.

Besides maintaining close steamship connections with all points of importance on the Pacific Coast, from Victoria to Panama, San Francisco is connected with China and Japan by two regular lines of steamers, and with New South Wales and New Zealand. Within the year the Occidental and Oriental Steamship Company has inaugurated a competing line of steamers to China and Japan. Steamers are on the way from New York, and one of the events of 1876 will be the formation of a new steamship line to compete with the Pacific Mail Steamship Company for the New York trade, by way of Panama.

PACIFIC MAIL STEAMSHIP COMPANY.—With the single exception of the Cunard, this is the oldest steamship company in existence. Until a few years ago it was a close corporation, the stock being owned by but few persons, who managed the business on legitimate principles. While they accumulated enormous wealth, they pursued a general policy that was eminently fair towards the public, and calculated to develop the trade and commerce of the Pacific Coast with other parts of the world. When the control of the company's affairs passed into the hands of Wall Street operators, its policy was governed in the interest of speculations, and there has been an almost continuous decline in its prosperity. It has divided the business between this port and China with a competing line, and upon the Panama route it is about to have a most formidable rival, and one that will have some very positive advantages. San Francisco is so largely dependent upon the proper management of the lines of steamers connecting it with other parts of the world, that her merchants and capitalists must inevitably take control of this business, if their interests are longer to be a foot ball for speculators in New York. Our railroads are managed by California men, and in favor of California interests; and we do not think that the time is very far distant when the control of the carrying trade by water is centered in the Pacific metropolis. This company will certainly retrieve its waning fortunes by transferring its central office to this city, and making it a commercial instead of a stock gambling enterprise. It has a fleet of thirty first-class vessels, of wood and iron, of an aggregate carrying capacity of about one hundred thousand tons. It owns and operates the following lines: New York and Aspinwall, two thousand miles; Panama and San Francisco, three thousand two hundred miles; Panama and Acapulco, one thousand eight hundred miles; Panama and Champerico, one thousand one hundred miles; San Francisco and Hongkong, six thousand four hundred miles; San Francisco and Tacoma, one thousand miles; San Francisco and Australia, eight thousand six hundred miles; total length of routes, twenty-four thousand one hundred miles, a distance very nearly equal to the circumference of the earth. During the last year the City of Pekin and City of Tokio were added to its fleet. Defects of construction have been remedied by extensive and costly additions, and these steamships are among the most staunch and elegant ever constructed. They are four hundred and twenty-three feet long, with a breadth of beam of forty-eight feet, and a registered tonnage of five thousand five hundred tons each. The latest additions to its fleet are the steamships City of San Francisco, City of Panama, City of New York, City of Sydney, Australia, and Zelandia, first-class steamers, of an aggregate cost of more than \$4,000,000. The company runs five different lines. The oldest and best known is the New York and San Francisco Line, commonly called the Isthmus Route. Four side-wheel and five iron-screw boats, of over three thousand tons each, constitute this line; a ship leaves New York every other Saturday and San Francisco alternate Wednesdays, at noon. The only way port at which these ships regularly touch, is the Mexican port of Acapulco. Its Central American and Mexican Line comprises four iron screws, of two thousand tons each, and three side-wheelers. This line makes regular fortnightly trips between San Francisco and Panama, calling at some twenty Mexican and Central American way ports; a ship leaves San Francisco at noon every other Thursday. The great Japan and China Line, which might properly be called the Americo-Asiatic, or great Central Trans-Pacific Line, embracing a larger arc of the earth's circumference than any regularly established route has ever before attempted, is that upon which this great company has concentrated its chief attention. It has nine immense screw steamers, and ten side-wheelers, of nearly equal dimensions. On the first day of each month (except when that day is Sunday, when the sailing day will be on the Saturday previous) a steamer is dispatched from San Francisco to Yokohama and Hongkong. Its fourth line is between San Francisco and Victoria and Tacoma. On the 10th and 25th of each month a first-class iron-screw steamer is dispatched for the above ports. Its fifth line is to the Sandwich Islands, New Zealand and Australia. Five first-class screw steamers, of three thousand five hundred tons each, are detailed for this service, and one of them leaves San Francisco on or about the fourth Monday of each month, or as soon as the British mails arrive from New York. The company's connection with other lines than its own branches, are as follows: At Hongkong with English and French steamers for the upper ports of India, and, by the way of the Suez Canal, with the Mediterranean and Atlantic ports of 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 the year the Yokohama and Shanghai branch has been sold to a Japanese company. A line of smaller steam-

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