

ers between San Francisco and Southern California and Mexican ports, has been sold to the Goodall, Nelson & Perkins Steamship Company.

OCCIDENTAL AND ORIENTAL STEAMSHIP Co.—One of the prominent enterprises of the year is the establishment of the line of British steamships between San Francisco and China and Japan. A steamer leaves San Francisco each month, from the Pacific Mail Dock. The vessels are of superior construction, and in all respects first class. Though under a foreign flag, they are mainly owned by American citizens, and the central office is in this city.

GOODALL, NELSON AND PERKINS STEAMSHIP Co., with the youthful vitality and vigor of a new and strong corporation, 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 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 not much over 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 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 OREGON STEAMSHIP Co. dispatches a steamship regularly every week to Portland, Oregon, where they connect with steamers for Puget Sound and Alaska, as well as with the main railways of the more important parts of Oregon, and Washington Territory.

New Highway Around the World.

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 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

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