

a breadth of beam of forty-eight feet, and a registered tonnage of five thousand five hundred tons each. During the past year the company lost two vessels from the lines plying out of this port. The City of San Francisco went ashore on the Mexican coast of Lower California, being a total loss. She was valued at \$600,000; and the Constitution took fire off Point Reyes, and burned to the water's edge, as she was towed into the harbor of San Francisco—both disasters, owing to the energy and skill of the able commanders, being unaccompanied with loss of life. There were added, during the year, three first-class steamers—the South Carolina, Georgia, and the Wilmington—all of the most approved naval architecture and luxurious appointments. The company now owns, and has in active service, twenty-one side-wheel steamships, and twenty-five iron-screw propellers, besides tug-boats and other small craft, superannuated vessels, etc.; they also propose to build, during the present year, three new steamers of four thousand tons burden each. 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. The outward and inward business of this line from 1867 to 1874, inclusive, aggregated, is as follows: Outward treasure, \$65,023,957; passengers, 39,851. Inward—treasure, \$1,214,710; passengers, 65,754.

The shipment from China and Japan to eastern cities, via San Francisco, during the past ten years, shows a receipt of seven millions one hundred and sixty-one thousand two hundred pounds of silk, one hundred millions six hundred and forty-five thousand two hundred and fifty-nine pounds of tea, two million three thousand and fifty-three pounds of merchandise. A gradual percentage of increase is also shown. In 1867 there was received one hundred and twenty-four thousand two hundred and eighty-two pounds of silk, and four hundred and sixty-nine thousand five hundred and forty-nine pounds of tea. In 1877 there was received one and one-half millions pounds of silk, and eighteen million nine hundred and fifty-two thousand five hundred and fifty-nine pounds of tea. The total exports of merchandise to China, during the twelve months of the present year, amount to \$3,510,172, and to Japan, \$801,207; total to the Orient, \$4,311,379. Adding all treasure shipments made to both countries during the year, the grand total of exports foots up \$23,912,653, against \$15,288,696 in 1876.

THE OREGON STEAMSHIP Co. established, nearly twenty years ago, a regular line of steamships to ply between San Francisco, Astoria, and Portland, Oregon. Vessels now leave each port about every five days, carrying the United States mails, express, treasure, freight and passengers, and connecting with quick dispatch, at Portland, with railroads, steamers, and other connecting stage lines, for all points in Oregon, Washington and Idaho Territories, British Columbia, and Alaska. To accommodate the constantly-increasing trade and travel between San Francisco and Oregon, the Oregon Steamship Co. has, during the past year, added to its fleet three large, new, fast, first-class, iron-screw steamships—the Oregon, George W. Elder, and City of Chester, and are now building two more to be put upon the route during the summer of the present year. All of these steamships combine great speed with great carrying capacity of passengers and freight, and are provided with all the modern improvements and elegant appointments, including superior cabin and steerage accommodations, for the safety and comfort of the traveling public, and the quick and safe handling of cargo. Henry Villard, Esq., is President, and Capt. K. Van Oterendorf, Agent and General Superintendent. Office 210 Battery Street.

PACIFIC COAST STEAMSHIP COMPANY.—This company was formerly known as the G. N. P.

Best Piano Tuners at GRAY'S, 105 Kearny Street, San Francisco.