

Steamship Lines.

PACIFIC MAIL STEAMSHIP COMPANY.—This company 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-three thousand nine hundred miles, a distance very nearly equal to the circumference of the earth.

For the transaction of the immense business included in these routes, the company now owns and has in service twenty-two iron screw propellers, seventeen side-wheel steamships, besides superannuated vessels, tug boats, etc. Many of these vessels are of the best class of naval construction, and possess the most luxurious appointments.

In the New York and San Francisco through line, via the "Isthmus," a vessel leaves New York on the 20th and 30th of each month, and San Francisco on the 5th and 20th of each month. The vessels of this line touch only at San Jose de Guatemala, Acapulco, Manzanillo, San Blas and Mazatlan. In the Panama and Champerico line, a vessel leaves New York on the 10th and 30th of each month, and Champerico on the 4th and 20th. In the Panama and Acapulco line, a vessel leaves New York on the 20th and Acapulco on the 18th of each month. The Champerico and Acapulco lines are more especially designed for the accommodation of the coastwise trade of the Central American and Mexican ports of the Pacific.

The operations of the through Isthmus line during the past year show a material decrease in freight transported, although it is probable no serious diminution in revenue has resulted therefrom, the line for the greater part of the year having been operated under a pooling arrangement with the through railroad lines, who guaranteed to the Pacific Mail a certain amount of freight to each vessel; regardless of offerings, at well sustained rates.

On the great intercontinental line, a vessel is dispatched from San Francisco on the 1st of every month, except when that day is Sunday, when the sailing day is on the Saturday previous, for Yokohama and Hongkong. On this line the business of the past year has shown a slight increase over 1877 in the matter of freights, accompanied, however, with a material decrease in the passenger traffic.

On the Australia route, a vessel leaves San Francisco every fourth Monday, commencing with January 20th of the present year, carrying the United States and British mails, for Honolulu, Auckland and Sydney. This route in aggregate of exports and imports shows an increase for the year 1878 over 1877 of over thirty per cent., and it is conjectured, in the absence of official figures, the Pacific Mail was the recipient of its full proportion of the increase.

On the Tacoma line, a vessel is dispatched on the 10th, 20th and 30th of each month, for Victoria, B. C., Port Townsend, Seattle, Tacoma, Olympia and Portland. The company's more important connections are as follows: At Yokohama, with steamers of the Mitsu Bishi Co., for Higo, Nagasaki and Shanghai; at Hongkong, with English and French steamers for the upper ports of India, the Red Sea and the Suez Canal; at Sydney, with steamers for Wellington, Melbourne, Adelaide and Hobart Town; at Panama, with Pacific Steam Navigation Co.'s line for all important South American Ports, and at Aspinwall, with steamers of the Royal Mail Steam Packet Co., Hamburg-American Packet Co., West Indies and Pacific Steamship Co., and Compagnie Generale Trans-Atlantique, to the various ports of Europe direct.

The commerce between China and Japan and San Francisco during the past year shows: from China, among other imports, 770,417 lbs. of coffee, of the value of \$134,295; 36,977,215 lbs. of rice, of the value of \$1,088,108; 3,249,032 lbs. of tea, of the value of \$1,145,524; 968,108 lbs. of raw silk, of the value of \$3,838,238, and silk cocoons, to the value of \$84,399. From Japan there was received: 313,791 lbs. of raw silk, of the value of \$1,578,869; silk worm eggs, cocoons and silk waste, to the value of \$741,340, and 13,867,586 lbs. of tea, of the value of \$3,404,630; the total imports from both countries for the year amounting to \$14,685,781. Our exports of merchandise to China amounted to \$3,101,320; to Japan, \$596,176; treasure export to China, \$11,682,332; to Japan, \$127,157; total exports to both countries, \$15,506,985.

The imports show an increase of \$1,519,707 over 1877, and the exports a decrease of \$7,048,718, this decrease being almost entirely in treasure, which alone declined \$6,434,834.

PACIFIC COAST STEAMSHIP COMPANY.—This company does nearly all the coasting business between San Francisco and San Diego, excepting the transportation of lumber. Its steamers run to nearly every port on the Pacific Coast from San Diego on the south to British Columbia on the north. It owns sixteen steamers, two of them just off the stocks. Their new steamer, State of California, is probably the fastest and finest ever built in this country, being the first and only one flying the American flag built under the supervision and rules of the British Lloyds. She is intended for the Portland, Oregon, route. The other, the Victoria, is intended for the British Columbia route.

The company is under the general agency of the well-known firm of Goodall, Perkins & Co., who own a majority of the stock. The amount of capital stock is \$2,000,000, divided into 20,000 shares of \$100 each. Over \$1,000,000 has been paid in, and the company's assets foot up largely in excess of that amount. The Ticket Office is at 214 Montgomery, and the General Office at No. 10 Market Street.

HUTCHINSON & MANN, General Insurance Agents, 322 and 324 California St., and 302 Sansome St.