

THE OREGON STEAMSHIP COMPANY 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 Company during the past two years added to its fleet five large, new, fast, first-class iron-screw steamships. 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 Oterendorp agent and general superintendent; office 210 Battery Street.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.—This company has been in active operation between San Francisco and China and Japan since June, 1875. They dispatch one of their steamers about the middle of every month, carrying the United States mails. Its equipment consists of the Gaelic, Oceanic and Belgic, three large, well-equipped vessels, of first-class build, affording excellent accommodations, and almost perfect safety to the sea-faring public. This line is operated by a company of some of the most reliable and worthy business men of this city.

THE CALIFORNIA AND MEXICAN STEAMSHIP COMPANY dispatches a vessel upon the 1st of each month for Magdalena Bay, Cape St. Lucas, Mazatlan, La Paz and Guaymas. This line carries the Mexican mails and Wells, Fargo & Co's Express, and is engaged exclusively in the Mexican Coast trade.

In addition there are plying from the city to various points on the coast and in our river and bay trade the following: For Coos Bay and Eel River, Oregon, steamers Thomas A. Whitelaw and Arcata; for Eureka, Hookton and Arcata, steamers Humboldt and Los Angeles; for San Buenaventura and way ports, steamer Constantine. For Sacramento the steamers Centennial S. M. Whipple and Alice Garratt form daily lines, leaving the Washington Street wharf at 3 P. M. The Sacramento trade also includes the steamers San Joaquin, Reform, and Julia. The steamers City of Stockton and Mary Garratt form a daily line to Stockton, and smaller steamers ply between Napa, Petaluma, Antioch, Marysville, and intermediate points, connecting them with the city.

Ferries.

THE OAKLAND FERRY, at the foot of Market Street, leaves every half hour for Oakland, from 6:10 A. M., until 7 P. M. The next boat leaves at 8:10; the next, 9:20; the next, 10:30; and the last at 11:45. Trips are also made *via* the Creek Route, boats leaving at 6:00, 7:20; 8:15, 9:15, 10:15 and 11:15 A. M., and 12:15, 1:15, 2:25, 3:15, 4:15, 5:15 and 6:15 P. M. The average number of passengers crossing from Oakland daily, during 1875, was fifteen thousand seven hundred and sixty-six; it is estimated that fully twenty thousand cross on Sundays. Fare, fifteen cents each way; round-trip tickets, on Sundays, twenty-five cents. Commutation tickets, good for one trip, each way, per day, for one month, are sold at \$3. The following statistics concerning the travel on this ferry will prove quite interesting: Number of trips, 1873, two millions six hundred and fifty-five thousand six hundred and seventy-one; 1874, three millions one hundred and ninety-two thousand nine hundred and four; 1875, four millions twenty-eight thousand three hundred and ten; 1876, four millions nine hundred and nine thousand nine hundred and sixty; 1877, five millions five hundred and seventy thousand five hundred and fifty-five; 1878, five millions seven hundred and fifty-four thousand six hundred and two. The Company's slips and buildings are located at the foot of Market Street, upon the line of water front adopted by the Board of Harbor Commissioners. The buildings are conveniently arranged, and contain waiting and refreshment rooms, ticket, offices, baggage and express rooms, for the accommodation of passengers awaiting the ferries.

THE SAN QUENTIN FERRY is at the foot of Market Street. Four trips are made daily, boats leaving at 9:20 and 11:40 A. M., and at 2:15 and 4:20 P. M.

SAUCCELITO FERRY.—The landing of these ferry steamers is at the foot of Market Street. Four round trips are made daily. About three thousand passengers are carried daily. Connection is made with the North Pacific Coast Railroad Co., for Tomales, etc. Boats leave as follows: 8:45 and 11:00 A. M., and 3:30 and 5:15 P. M. An extra trip is made on Mondays, leaving the wharf at 7:00 A. M.

BERKELEY FERRY.—Trips are made daily, except Sundays, to Berkeley Landing. Connection is there made, per stage, for the University Grounds. Boats leave San Francisco as follows: 8:00 A. M., and 3:15 P. M. Time, forty-five minutes. Commutation tickets, good for one round trip per day are issued at \$3.00.

THE ALAMEDA FERRY has its landing at the foot of Market Street, immediately adjoining and south-east of the Oakland Ferry landing. Boats leave for Alameda Point at 5:30, 6:40, 9:00 and 10:30 A. M., and 1:30, 4:00, 5:15 and 6:30 P. M. The trip requires twenty-five minutes. This ferry is run by the South Pacific Coast Railroad Company, and is an addition of the past year.